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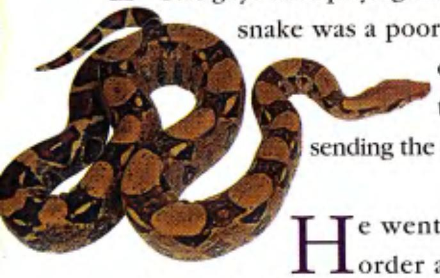
TakingItEasy

It's against the law to burp, sneeze, or fart while in church in Omaha, Nebraska.

Here's how to find out if the hardbelly you're droolin' over is a real biker woman. Recently a few of us were oglin' a couple of sexy Sallys at the local biker waterin' hole and struck up a conversation. Everything was goin' fine till one of us **saw a spider** crawlin' up the wall and quickly grabbed and ate the li'l feller. The girls were gone faster than a fly fart. Guess they didn't have what it takes (true story).

Now from our "Useless Facts" Department: an actual **tip from page 16** of the *Human Resources Environmental, Health & Safety Handbook for Employees* says, "Blink your eyelids periodically to lubricate your eyes." (What are they going to tell us next, "If you want to move from one place to another, first get off your chair"?)

From our "Fun With Snakes" Department: Two guys were playing catch with a rattlesnake! The snake was a poor sport and sank his venomous fangs into both of them, killing one and sending the other to intensive care.



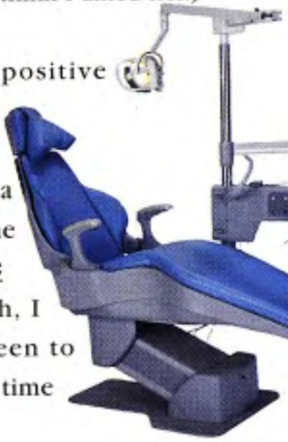
He went to a fast-food place to order a children's menu meal (a **three-inch sandwich** with chips and a cookie). The "sandwich artist" asked what size sandwich he wanted. "A three-inch," he said.

"We don't make three-inch sandwiches," she replied. He asked her what the size of the children's menu sandwich was, and she said, "Oh, you want the children's menu sandwich." So she took a six-inch sandwich, filled it with all the ingredients, and cut it into three pieces. She wrapped it up, gave it to him, and asked him what kind of cookie he wanted. When he told her, she gave him three. And for all that food, he was charged for a children's meal. (Sometimes it pays to deal with idiots.)

After interviewing a job candidate who had very little to say, the interviewer described the candidate to his boss as rather monosyllabic. The boss said, "Really? **Where is Monosyllabia?"** Assuming the boss was just kidding, he played along and said it was just south of Elbonia, to which the boss replied, "Oh, you mean over by Croatia?"

Another fast-food pearl of wisdom! A girl ordered a taco and asked the server behind the counter for **"minimal lettuce."** The server said he was sorry but they only had iceberg. (I think I dated her.)

Here's proof positive that dentists are a sadistic lot. Did you know that a dentist invented the **electric chair?** Yeah, I think we've all been to that dentist at one time or another.



This guy lived in a semi-rural area. He called the township administrative office to request the removal of the **Deer Crossing** sign on his road. His reason? Too many deer were being hit by cars, and he no longer wanted them to know they could cross there (good thinkin').

Here's a helpful *Easyriders* household hint. If your VCR has a year setting on it (which most do), you may not be able to use the programmed recording feature after 12/31/99. Don't despair and toss it out. Instead, **set it for the year 1972,** as the days are the same as the year 2000. The manufacturers won't tell you this because they want you to buy a new Y2K VCR.

Easyriders®

ENTERTAINMENT FOR ADULT BIKERS • NUMBER 320 • FEBRUARY 2000

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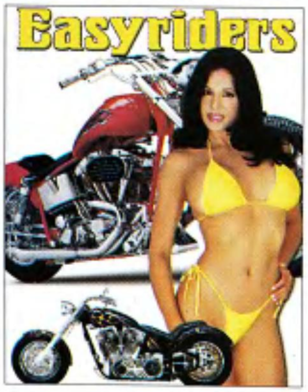

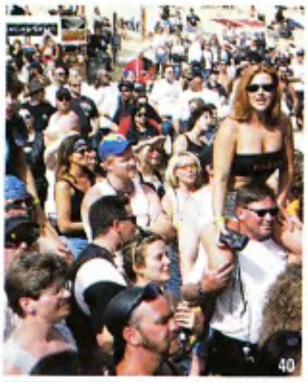

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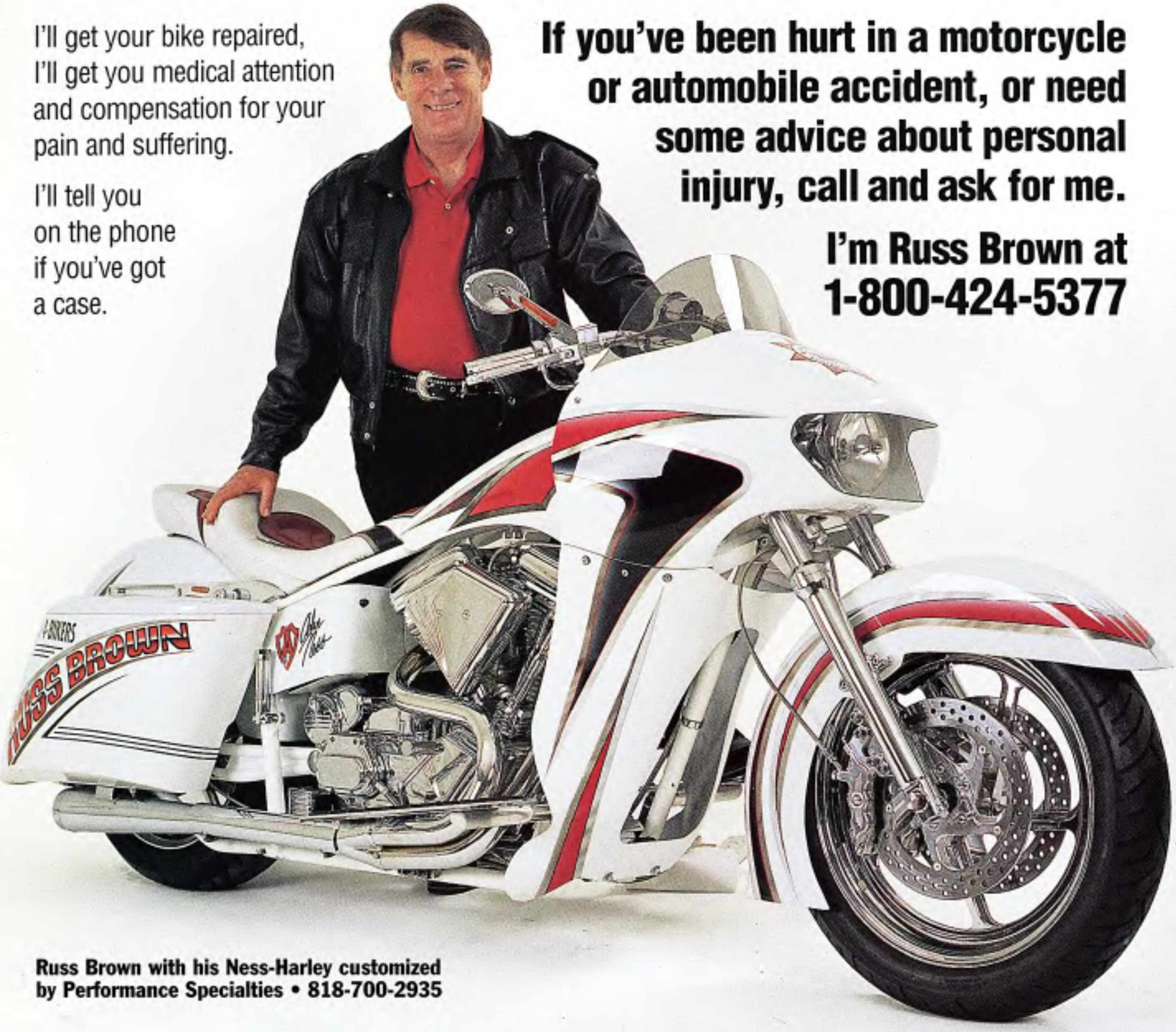
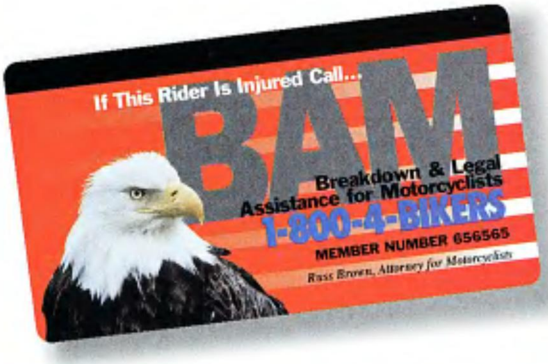


Russ Brown with his Ness-Harley customized by Performance Specialties • 818-700-2935



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WordMonger

Wants A Narrow V-Twin

Here's a photo of me on my Sporty: a 1970 custom rigid Sportster with stretched frame, apehangers, left side forward controls, and a 1135cc full race engine. My husband has been wanting to buy me a new bike, but after riding it for two and a half years (and enjoying every mile and every look I get), I just can't bring myself to buy an 883 or 1200. It's like parts are missing or something. I'm 5-foot-2 and weigh 123 pounds. I really like the Low Rider, Road King, Fat Boy, and such, but they're too tall or too wide at the bottom for my legs to reach the ground. If they were lowered for me, they'd scrape too much in turns (we live in the mountains).

Why can't Harley build a narrow V-twin bike? Either way, I'm not going to give up ridin' and havin' the wind in my face. Keep the rubber side down!

Janet Graham
River Pines, California

Thanks To Sandra

A few weeks ago I stumbled across a 1984 *Easyriders* that had an old picture of the Boozefighters in it. I called you to see if I could order that issue from your archives, as we are always looking for old BFMC mementos and memorabilia, but I found out your archives stop at 1987.

Fortunately, I was able to speak with Sandra Pietro, and she really helped me out by taking the time to find that particular issue and sending it to me. I was very impressed. She could have blown it off, but, instead, was very gracious and accommodating. It's not often that I get to experience this kind of customer service.

Thanks to Sandra and to you guys for having such a good staff with such a good attitude. It must be a reflection of everyone at Easyriders.

Cobra
Portland, Oregon

Sandra's gobblin' the raisin pie right now.

Fat Boy Solid Rim Complaint

I recently purchased a 1999 Fat Boy. In the past I've owned two different bikes, both Kawasakis (LTD 1000ccs, one 1977 and the other a 1981). Both bikes were made for speed, and I ended up getting my license in trouble several times, although I never had any other problems.

Now (15-20 years later) I bought the bike of my dreams, a '99 Fat Boy. Soon after I got it I realized I had serious problems. On windy days, if you get a shot of side-wind, the front end shimmies as if your front tire is severely out of balance. This gets old real fast on a long ride. On days with no wind and no traffic in front of you, the bike is excellent.

Now that I own this bike, I hear people telling me that the solid rims have always caused this problem. Everyone who rides this bike says the same thing. My question? Why would Harley put such a rim on a $15,000 to $16,000 motorcycle? To replace them with anything

that looks good, I'd have to shell out an additional $1,000.

Customer Service in Wisconsin told me they had never had a complaint before, then tried to change the story and say that they had, but the girl I talked to hadn't heard of anything herself personally. (Talk about trying to make you feel alone with a problem!)

I must add that my dealership gave me the best price on this bike that I've heard anyone getting in the area. I don't blame them at all. And my salesman is polite and goes out of his way for me.

It's the company that I blame for putting these solid wheels on the bikes and not informing you that you may have severe problems with wind sheer.

Please contact me by letter if you've had a similar problem.

Heman Stannard
Fair Haven, Vermont

Yeah, and then forward the list to us, so we know who all the snivelers in the world are. Sheesh.

A Correction

In the "Parts Box" section of your October 1999 issue (#316), V-2 Obsession, the fine company that makes the coolest handlebars on the market today, was said to be from Germany. Wrong! We are from your northern neighbor, Canada. We also have a Vermont location. Only the gauges come from Germany.

Please rectify in your next issue.

Daniel Ducharme
Granby, Quebec

Consider yourself "rectified."

More on Robbie Knievel

I almost got sick from your praise of Robbie Knievel in the *Knievel Death Jump* article in the October 1999 issue. You guys have been had. In *Car and Driver* they showed what a scam Robbie Knievel's canyon death jump was. In short, he didn't even jump over a canyon. The camera position played the joke on us, which is why they didn't allow anyone to be there to see it.

I liked his old man, but Robbie is a phony.

Jay Vlasek
Crystal Lake, Illinois

Hey, punk, I know Robbie Knievel. YOU try to make that jump, and I'll personally come out to scrape your carcass off the canyon floor. Maybe you'd like to explain how his jump in Vegas from one skyscraper to another was a scam, ya armchair quarterback!

Wrong Camera

It seems while in Myrtle Beach for Bike Week (way back in May), my husband and I ended up with the wrong "one use camera." So if you are missing some photos (and memories) of that week, please contact us. Some are great shots.

Dan and Patsy Coleman
Raleigh, North Carolina

A Commendation

I just want to commend *Easyriders* on the article about the "400,000 Mile Harley." I really enjoyed reading about Mr. Willett's experiences and philosophies about biking. I hope I'm still cruising when I reach his age.

Mr. Willett, I hope you see another million miles. Good luck!

P.K. Frazier
Farmersville, Texas

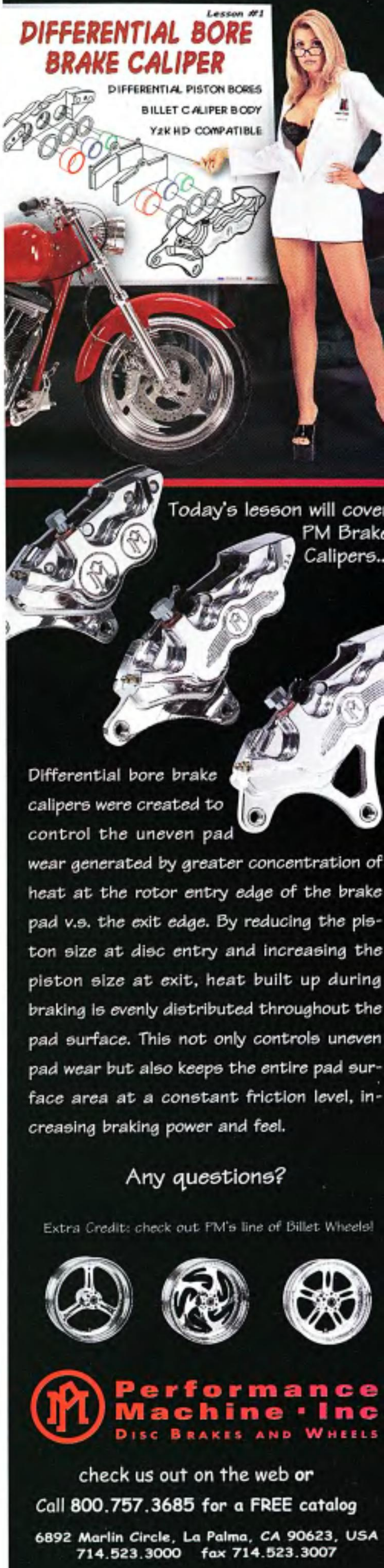
Small Town Riders

First off, love your mag, which we've (my husband and I) read for many years now.

We live in a very small farming community (500 people) in Washington and are the only people in town who own a Harley, as well as the only people in town who subscribe to *Easyriders* (I know 'cause I work at the post office).

We love to ride our '74 FLH, which we bought cheap and rebuilt ourselves from the frame up. Here is a photo of the regular group we ride with—mostly in Idaho where there are no helmet laws. Hope you'll print it.

Michele Wright
Oakesdale, Washington



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That Ol' Time Rock 'n' Roll

Gypsy wind is blowin' warm tonight. The chorus of swamp frogs cuts their rhapsody short at the coming thunder. This is no sudden Florida downpour, but a hurricane force of another kind. A single, blinding headlight slices through the inky black night in Edgewater, Florida. The unique burblin' sound of upswept fishtails is like heaven to restless scooter tramps. A purple pearlescent paint job reflects a full moon of staggering size as the Panhead beats its endless tattoo, speaking a wordless sermon to the creatures of the night.

Bob Wilkinson's prized purple panhead

Bob Wilkinson pulls up to his house and parks his newly restored beauty in the garage. He sips a cold one and listens to the Pan's mill tick away in the cool night air. The song of the crickets and frogs returns, paying homage to the many, many months of slaving to get the scoot up to snuff.

Yeah, life is good

What began as a tired 1948 Panhead in a wishbone frame a year and a half earlier got a refresh from Bob and Aaron Miller. The 74-cubic-inch motor received S&S cases and lower end, an Andrews cam, and Wiseco pistons. Bob wanted a bobber-styled chop job reminiscent of the good ol' party-hardy biker days ... you know, Bob Seger on the stereo (or eight track for that matter), good brothers and sisters who'll hang with ya no matter what, and you know the rest.

Besides the absolutely essential apehangers over dog bones, the aforementioned Paughco fishtails (with *no* mufflers, thank you very much), and a nasty purple paint job by Bob, this Pan has some righteous details that require a closer look and more than a smidgen of respect. Take, for instance, the air cleaner off of a 1936 Knucklehead, bet it could tell some tales. Bob left alone the original hinged rear fender as the gods of Harley-Davidson would have it, and hand-crafted the minimal seat with the help of Ed Shrock. The springer up front is also genuine 1948 Harley, and just to keep things pure old school, those are still drum brakes front and back (Yes, kids, there were brakes *before* disc brakes. Honest).

I don't know Bob Wilkinson, but one look at this two-wheeled ode to all that is right at the core of every biker's heart tells me I'd sure be proud to ride with him. —*Phantom Dave*

Owner: ....Robert T. Wilkinson
City: ....Edgewater, Florida

General

Fabrication: ....owner
Year/make: ....1997 H-D
Model: ....Panhead
Assembly: ....owner
Chroming: ....Far Mac

Engine

Year/model: ....1997 Panhead
Rebuilder: ....Aaron Miller
Ignition: ....stock
Displacement:........74 cubic inches
Lower end: ....S&S
Pistons: ....Wiseco

Cases: ....S&S
Heads: ....1948 Panhead
Cam: ....Andrews
Carb: ....Bendix
Pipes: ....Paughco upsweep with fishtails
Modifications: ....Scooters balancing, '36 Knucklehead air cleaner

Transmission

Year: ....1948 H-D
Modifications: ....Andrews gears
Shifting: ....jockey

Painting

Molding: ....owner
Painter: ....owner
Color/type: ....purple pearl/House of Kolor
Special paint: ....pinstriping by Chris Cruz

Frame

Year/type: ....1948 wishbone
Builder: ....H-D
Modifications: ....replaced all tabs

Accessories

Bars: ....apehangers
Risers: ....dog bones
Fenders: ..stock rear, removed hinge
Headlight: ....Custom Chrome, Inc.
Taillight: ....sidemount
Speedo: ....H-D
Front pegs: ....footboards
Rear pegs: ....Arlen Ness
Electrics: ....12 volt generator
Gas tank: 5-gallon
Oil tank: ....stock
Oil system: ....S&S oil pump

Seat: ....owner, Ed Shrock
Mirrors: ....Custom Chrome
Grips: ....Ness

Forks

Type: ....1948 springer
Builder: ....H-D

Wheels

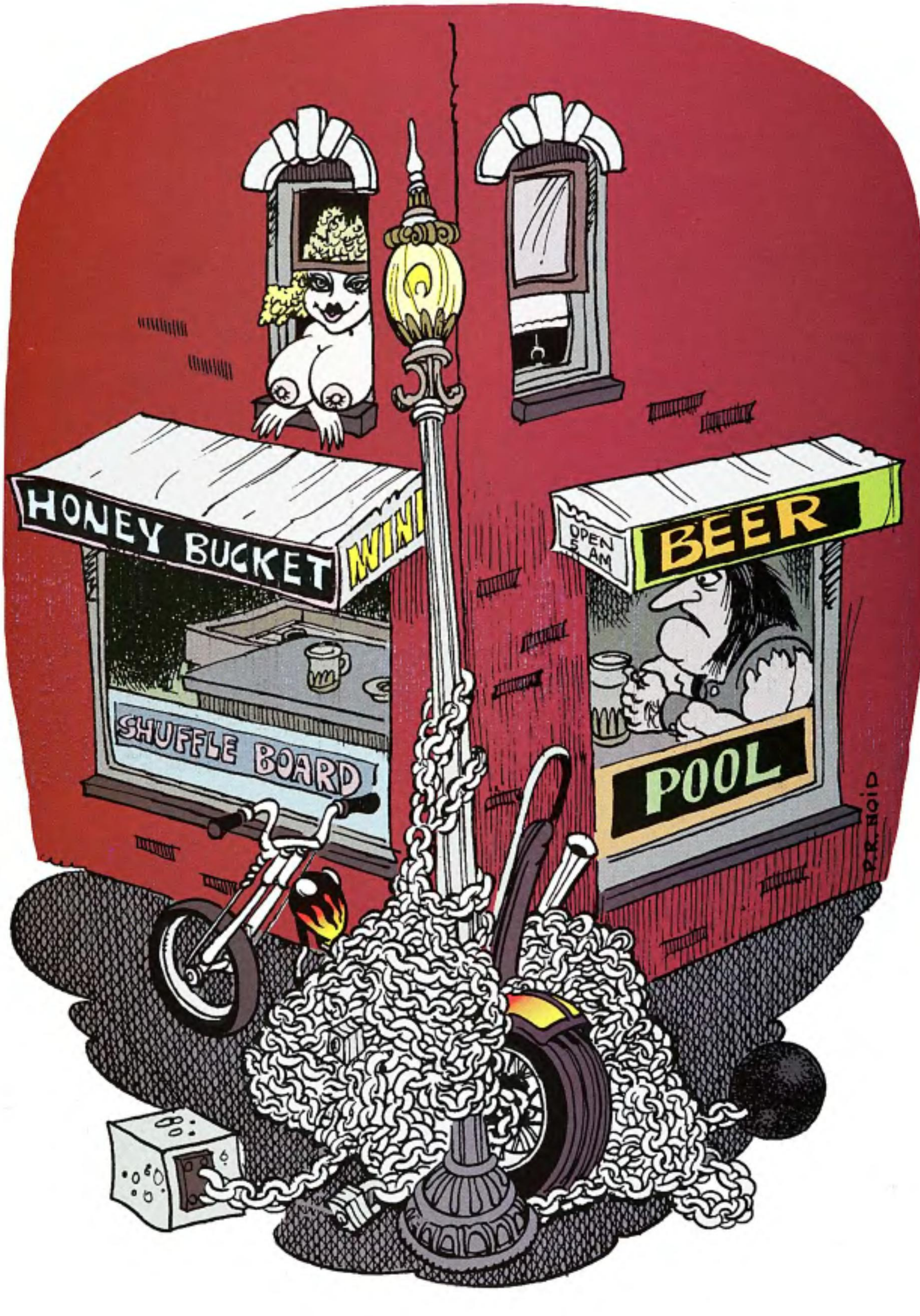
Front

Type: ....H-D
Size: 16-inch
Tire: ....Avon
Brake: ....drum

Rear

Type: ....H-D
Size: 16-inch
Tire: ....Avon
Brake: ....drum

Photos:........................Don Rogers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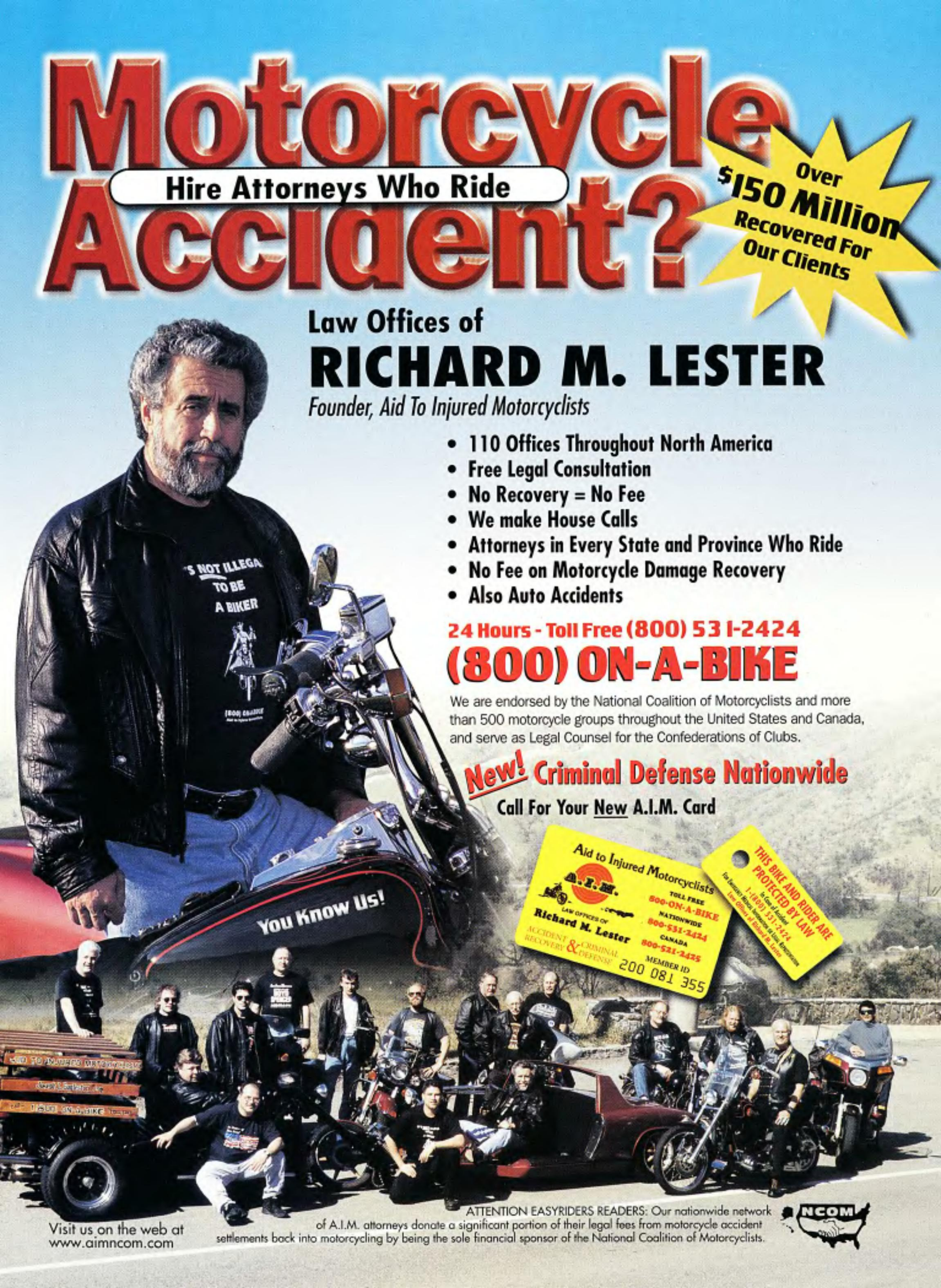
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NCOM

An Axle To Grind

Harley-Davidson has changed the size of their front axles on all year 2000 dresser models. This means that all the cool aftermarket wheels out there are useless, right? Wrong! Hi-Tech Custom Cycles to the rescue. Marty Ruthman and the boys at Hi-Tech have designed and tested this new axle and left-side spacer to remedy the problem. Machined on all-new state-of-the-art CNC turning centers to very close tolerances from cold roll steel bar. Give 'em a call at (818) 901-7037 or visit them online at www.hitechcustom.com.

Burn Up The Road

Nope, your fenders aren't on fire; these realistic three-dimensional flames are just a special effect from Russ Barnett. Russ has a complete line of fiberglass front and rear fenders with raised flames for Pro Street, Street, nacho cheese, and barbecue flavors. The fenders come ready to sand and paint. Russ Barnett can be reached at (909) 371-6594 or at www.russbarnett.com.

Rip-Snortin' Rip Saws

Everybody knows that Kenny Price and the folks at Samson Motorcycle Products make the coolest pipes around, with literally dozens of different styles and designs for your scoot. Well, here's the newest from Samson's Big Gun line of exhaust systems for 2000. These "Rip Saw" pipes are available for Harley Softails, Dynas, FXRs, and Sportster models. Each system is hand polished before adding the highest quality duplex nickel chrome plating. Available at fine bike shops or call (714) 518-2480. Check 'em out on the Web at: www.samsonusa.com.

What The Hell?

What in the hell is that? It's a 1951 Mercury Couch from Mike Corbin. Now you can sit on a Corbin seat even in the house, thanks to this groovy gizmo that features spring-loaded hidden storage panels and working taillights. Relive the glory days of hot rodding without leaving an oil stain on your carpet. The Mercouch comes in Kandy Apple Red, Kandy Cobalt Blue with ghost flames, and Gloss Black with yellow and orange flames. All three include genuine leather seats. For info call Corbin at (800) 223-4332/(800) 538-7035, or see 'em on the Web at www.corbin.com.

From the Movie *Easy Rider*™

An Official HARLEY-DAVIDSON® Collector Folding Knife

Full-color illustration of the sensational Billy Bike from the movie *Easy Rider* set within a frame accented in sterling silver.
Shown approximately actual size of 7½" (19.05 cm).

The "Billy Bike"

The Franklin Mint is under license from Harley-Davidson to bring this classic to life because...

- **We've been making fine, handcrafted art knives for more than 15 years.**
- **Our knives are crafted of solid precision-cast components, assembled entirely by hand with inner liners, and fitted with high-quality stainless steel blades.**

It's the one-of-a-kind classic from one of the greatest motorcycle movies of all time. That awesome customized Harley-Davidson® Panhead ridden by Billy in the motion picture *Easy Rider*. Now, this enduring symbol of the freewheeling spirit of the '60s is back in a sensational showpiece from Franklin Mint Collector Knives. Featuring a full-color illustration of the Billy Bike set off within a frame gleaming with accents of sterling silver. A sculptured portrayal of Harley-Davidson's famous eagle, its head and talons accented in 24 karat gold, forms the bolster. And the distinctive Harley-Davidson logo is re-created in dramatic detail.

The stainless steel blade bears the name of the motorcycle. And the minted medal of Franklin Mint Collector Knives is also set into the handle. Issued in a Limited Edition of just 45 casting days. Complete with its own padded and zippered case. Just $37.50.

A minted medal, set into the reverse of the handle bears the emblem of Franklin Mint Collector Knives.

FRANKLIN MINT COLLECTOR KNIVES. PERFECTING A COLLECTING TRADITION.

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A Limited Edition Collector Knife.
Please mail by February 29, 2000.

Franklin Mint Collector Knives
Franklin Center, PA 19091-0001

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**Plus my state sales tax and $3.95 for shipping and handling.*

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TELEPHONE # (________) ______________________

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The lean, raw look of a rigid combined with the comfort of torsion bar suspension...the new Ground Pounder ST definitely screams "attitude" with its 113" motor, wild new paint schemes and loads of chrome and other custom features. The Ground Pounder ST and all the other awesome Ultra Cycles products come fully loaded and are distributed nationwide exclusively through Bikers Dream Superstores and authorized Ultra Cycles Dealers. Call 1-800-927-4730 for a dealer near you.

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www.ultracycles.com

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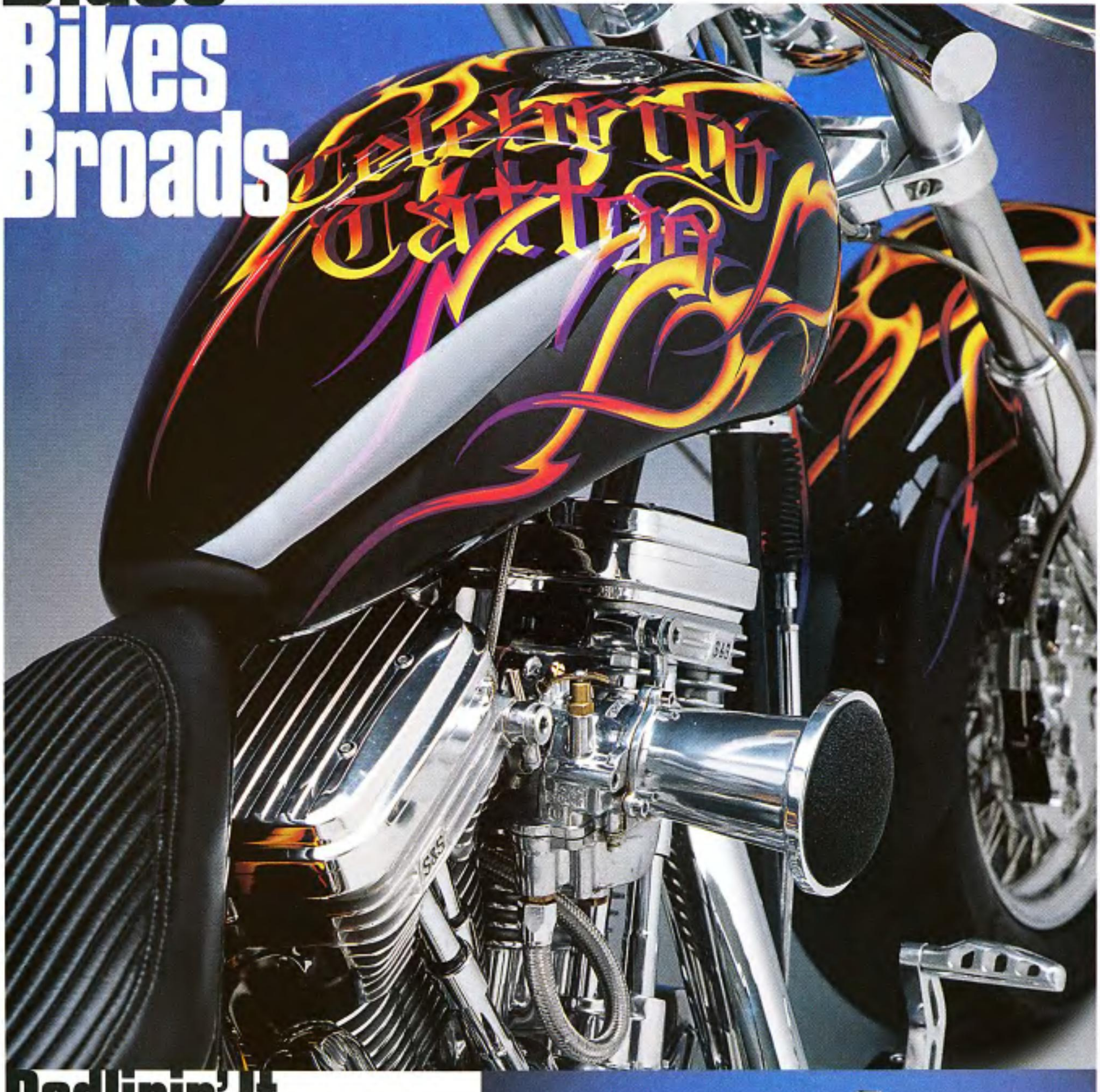
Blues Bikes Broads

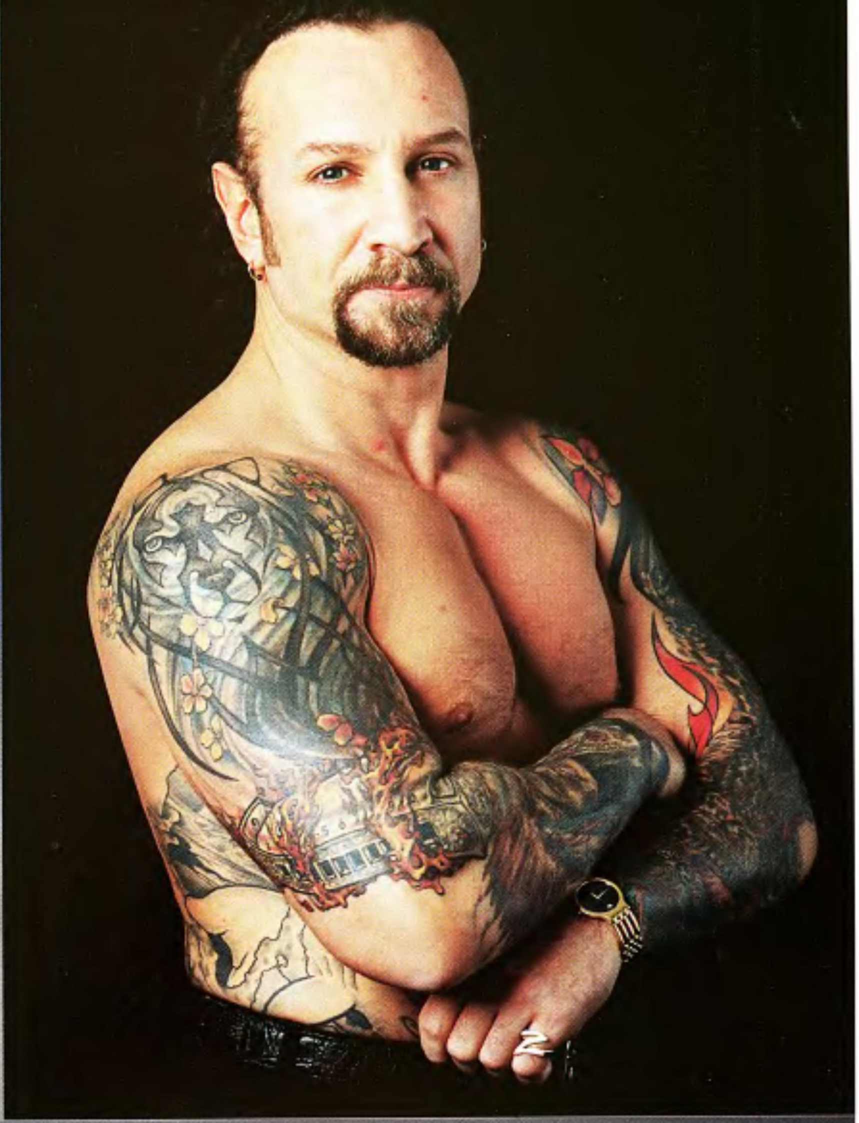


Redlinin' It

Now, ordinarily I write this stuff with a body temperature somewhat shy of 102, the present reading. But just because the carpet is moving, and I can see tiny people in the salt shaker, doesn't mean I'm not gonna suit up for the game—know what I mean? So, if you think I ... uh, wait—hold on ... what was I talkin' about?

Oh, yeah, it's all comin' back to me—this has to do with Zeke Pusateri's knockout custom scoot. Lemme just down a couple more Vicodins and a few Darvosets, and I'll tell ya all about it. Be right back.

OK. Zeke holds the pink slip to this beautiful bike, and when he's not ridin' it, he's running his tattoo and piercing shop—Celebrity Tattoos—in Lakewood, Colorado, just outside Denver. Actually, he might be doing other stuff too—like hanging with his aggregation of girlfriends, or playin' blues harmonica with some of the best talents in the business. Zeke hails from Chicago, Ground Zero for the city of blues, and has blown harp with the best. Furthermore, he's been bendin' notes since he was knee-high to a Hohner.



Wanderin' into bars and clubs where liquor licenses and local ordinances prohibit the presence of kids, he found himself taken under the wing of big black women (and nobody screws with big black women) who would crush his face in between their enormous breasts, while announcing that if you had any idea of messin' with this youngster, you were gonna have to come through them. Made the lad feel pretty secure. So as the years rolled by, if they played the blues, Zeke was there. Altogether he's pursued some pretty diversified activities, wouldn't ya say?

Anyhow, eventually Zeke left the hard streets of Chicago for the much more mellow environs of Colorado. But he took his expertise with him, stemming from his entrance into the business in 1979. Today, his tattoo and piercing enterprise involves a shop with 28 employees, in a facility big enough to accommodate nonstop tattooing, all the piercing you could hope for, a motorcycle or two on display (including this one), and a centerpiece saltwater fish tank to add that essential decorative touch.

When Zeke decided to put together the particular killer motorcycle you're lookin' at, he called up friend and wizard bike builder Mike LaFore, whose shop specializes in true customs built from the ground up, to the customer's exact specifications. The result speaks for itself—a big-bore, no-nonsense, street screamer with enough raw power and good looks to get a guy laid in every state in the union and all the provinces of Canada.

Sounds good to me.

—Tex Campbell

Owner(s):	Zeke Pusateri
City:	Lakewood, Colorado

General

Fabrication:	LaFore's MC, Inc.
Year/make:	1997 Special Construction
Model:	Softail-style
Assembly:	LaFore's MC, Inc.
Chroming:	none

Engine

Year/model:	1997 Evo
Rebuilder:	Christian LaFore
Ignition:	Dyna
Displacement:	103 cubic inches
Lower end:	S&S
Pistons:	S&S
Cases:	S&S
Heads:	S&S
Cam:	S&S
Carb(s):	S&S
Pipes:	2.25-inch
Modifications:	JIMS lifters, LaFore's air cleaner

Transmission

Year:	1997
Modifications:	JIMS close-ratio gears

Paint

Molding:	Dale Kelso
Painter:	Lance Wilhite
Color/type:	black with flames/ urethane
Special paint:	Lance

Frame

Year/type:	1997 Softail-style
Builder:	Daytec
Shocks:	Progressive Suspension
Modifications:	38-degree rake, 3-inch stretch

Accessories

Bars:	LaFore's
Handlebar controls:	Performance Machine
Fender(s):	LaFore's
Headlight:	Headwinds
Taillight:	D'Orio
Pegs:	Performance Machine
Foot controls:	Performance Machine
Electrics:	LaFore's
Gas tank:	LaFore's/Ness
Oil tank:	Daytec
Seat:	LaFore's
Mirrors:	Custom Chrome, Inc.
Grips:	billet

Forks

Type:	Boyd's
Builder:	LaFore's/Boyd's

Wheels

Front

Type:	6-stage
Size:	16-inch
Tire:	Avon
Brake:	Performance Machine

Rear

Type:	6-stage, 120-spoke
Size:	16-inch
Tire:	fat Avon
Brake:	Performance Machine
Photos:	Mike Lichter

Why do they throw bridal showers for the ladies, but nothing for men? 'Cause by that time, the bro is already washed up.

Shawn Sweigart
Coaltownship, Pa.

Happenings

ALABAMA
ABATE of Alabama
Info: (205) 820-9265

ALASKA
ABATE:
Anchorage Chapter
Info: (907) 566-3332

Kenai Peninsula Chapter
Info: (907) 776-8148

Tanana Valley Chapter
Info: (907) 457-3246

ARIZONA
ABATE of Arizona
Info: (602) 678-4012

MMA of Arizona
Info: (602) 788-8873

ARKANSAS
ABATE of Arkansas
Info: (501) 888-5893

CALIFORNIA
ABATE of California
Info: (805) 641-2334

MMA of California
Info: (916) 442-4387

COLORADO
ABATE of Colorado
Info: (303) 659-6374

CONNECTICUT
Conn. Motorcycle
Riders Association
Info: (860) 588-6666

DELAWARE
ABATE of Delaware
Info: (302) 834-5793

FLORIDA
ABATE of Florida
Info: (407) 668-5006

Trike Shari's Back Seat
Tavern Bike Bash
Date: Jan. 8
Place: Ft. Ogden
Info: (941) 494-1919

GEORGIA
ABATE of Georgia
Info: (404) 294-8900

HAWAII
Street Bikers United
Info: (808) 842-5530

IDAHO
ABATE of Idaho
Info: (208) 345-6231

Idaho Coalition for
Motorcycle Safety
Info: (208) 345-6231

ILLINOIS
ABATE of Illinois
Info: (309) 343-6588

Lincolnland 13th
Anniversary Party
Date: Jan. 22
Info: (390) 343-6588

Motorcycle Parts
Extravaganza
Date: Jan. 30
Place: Belle-Clair Co.
Fairgrounds, Belleville
Info: (319) 462-6011

M/C Parts Extravaganza
Date: Feb. 6
Place: Will County
Fairgrounds, Peotone
Info: (319) 462-6011

Chicago Chapter
Chili Fever Cookoff
Date: Feb. 19
Info: (312) 661-9171

INDIANA
ABATE of Indiana
Info: (317) 422-8040

Hangover Rally
Date: Jan. 1
Place: Indianapolis
Info: (317) 787-5351

IOWA
ABATE of Iowa
Info: (515) 858-5001

Midwest Motorcycle
Show & Swap
Date: Jan. 22-23
Place: Sioux City
Convention Center
Info: (712) 262-8910

Capitol City Custom
Cycle Show & Swap
Date: Feb. 12-13
Place: State Fairgrounds,
Des Moines
Info: (712) 262-8910

KANSAS
ABATE of Kansas
Info: (913) 597-5140

KENTUCKY
Kentucky Motorcyclists
Association
Info: (800) 68-CYCLE

KMA/KBA Louisville
District Polar Bear Run
Date: Jan. 1
Info: (502) 363-NEWS

LOUISIANA
ABATE of Louisiana
Info: (800) 393-5966

MAINE
United Bikers of Maine
Info: (207) 884-6284

MARYLAND
ABATE of Maryland
Info: (410) 263-9185

MASSACHUSETTS
MMA of Massachusetts
Info: (800) 432-1662

New England
Motorcycle Spectacular
Date: Feb. 5-6
Place: Bayside Expo &
Conf. Center, Boston
Info: (904) 252-3101

MICHIGAN
ABATE of Michigan
Info: (734) 326-5897

MINNESOTA
ABATE of Minnesota
Info: (800) 224-6570

Minnesota Motorcycle
Riders Association
Info: (612) 541-1704

MISSISSIPPI
ABATE of Mississippi
Info: (601) 825-4646

MISSOURI
Freedom of Road Riders
Info: (800) 309-RIDE

MONTANA
ABATE of Montana
Info: (406) 434-2473

NEBRASKA
ABATE of Nebraska
Info: (402) 489-0651

NEVADA
ABATE of Nevada
Info: (702) 753-8825

Nevada Association of
Concerned Motorcyclists
Info: (702) 870-6121

NEW HAMPSHIRE
N.H. Motorcyclists
Rights Org.
Info: (603) 627-3528

NEW JERSEY
United ABATE of N.J.
Info: (732) 549-1990

N.J. Motorcycle
Spectacular
Date: Jan. 22-23
Place: Garden State
Exhibit Center,
Somerset
Info: (904) 252-3101

NEW MEXICO
ABATE of New Mexico
Info: (505) 585-9789

NEW YORK
ABATE of New York
Info: (607) 387-3433

Skin & Steel Tattoo
Convention, Bike
Show, Swap Meet
Date: Jan. 23
Place: Rochester
Convention Center
Info: (716) 262-4444

NORTH CAROLINA
Concerned Bikers Assn.
Info: (910) 866-5434

NORTH DAKOTA
ABATE of North Dakota
Info: (701) 223-5609

FM Crusaders M/C
Swap Meet
Date: Jan. 22
Place: Playmakers
Pavilion, Fargo
Info: Kasey
(701) 237-4766

OHIO
ABATE of Ohio
Info: (800) 252-4537

Meltdown Party,
featuring the Burnt
River Band
Date: Feb. 26
Place: Twinsburg
Info: (330) 425-7830

OKLAHOMA
ABATE of Oklahoma
Info: (918) 836-9559

OREGON
ABATE of Oregon
Info: (503) 285-4329

PENNSYLVANIA
ABATE of Pennsylvania
Info: (717) 234-3777

M/C Parts Extravaganza
Date: Jan. 9
Place: York Fairgrounds
Info: (904) 252-3101

RHODE ISLAND
R.I. Motorcycle Assn.
Info: (401) 722-1122

SOUTH CAROLINA
ABATE of South Carolina
Info: (803) 283-0819

SOUTH DAKOTA
ABATE of South Dakota
Info: (605) 347-4009

TENNESSEE
CMT/ABATE of
Tennessee
Info: (615) 883-5024

TEXAS
ABATE Confederation
Info: bdep.hypermart.
net.biker.htm

TMRA II
Info: (512) 459-6777

Motorcycle Expo
& Swap Meet
Date: Jan. 2
Place: Arlington
Convention Center
Info: (972) 402-8946

Bike Show &
Swap Meet
Date: Feb. 13
Place: Civic Center,
Abilene
Info: (972) 402-8946

UTAH
ABATE of Utah
Info: (801) 627-1117

VERMONT
Freedom of the
Road Riders
Info: (802) 325-3507

VIRGINIA
ABATE of Virginia
Info: (804) 846-8810

Mid-Atlantic Motorcycle
Spectacular
Date: Feb. 12-13
Place: Chantilly
Info: John
(904) 252-3101

WASHINGTON
ABATE of Washington
Info: (425) 643-9675

WASHINGTON, D.C.
ABATE of D.C.
Info: (202) 546-0953

WEST VIRGINIA
ABATE of West Virginia
Info: (304) 547-5495

WISCONSIN
ABATE of Wisconsin
Info: (715) 284-7415

Motorcycle Swap Meet
Date: Jan. 30
Place: Downtown Civic
Center, Eau Claire
Info: Fast Eddy
(715) 834-8389

WYOMING
Wyoming Association
of Concerned
Motorcyclists
Info: (307) 235-1324

ABATE of Wyoming
Info: (307) 266-6522

Wyoming Coalition
of Bikers
Info: (307) 687-0459

NATIONAL
American Motorcyclists
Association (AMA)
Info: (614) 891-2425;
www.ama-cycle.org

Motorcycle Riders
Foundation (MRF)
Info: (202) 456-0983;
www.mrf.com

National Coalition of
Motorcyclists (NCOM)
Info: (800) 525-5355

CANADA
British Columbia
Coalition of
Motorcyclists (BCCOM)
Info: (604) 580-0111

EUROPE
Federation of European
Motorcyclists (FEM)
Info: 011 32 2 736 9047

Chopper And
Custom Show
Date: Jan. 14-16
Place: Padua, Italy
Info: 011 39 41
5010188

International
Motorcycle Trade Expo
Date: Jan. 30-Feb. 1
Place: Donington
Park Exhibition
Center, Derbyshire,
Great Britain
Info: 011 44 1237
422 660

Bobaweegie
Cheese Log Rolling
Festival d'Yorvik
Date: Feb. 2
Place: York,
England
Info: just show up
and ask for Ragnar

To have your event listed, get the info to us at least 3 months in advance. We're as accurate as possible, but dates can change after publication—so check with the sponsors first. What's Happenin', P.O. Box 3000, Agoura Hills, CA 91376-3000; fax: (818) 889-5214; www.easyriders.com

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Easynews

If it's of interest to bikers, we'll print it.

headline stories of the month

The Super X "Deadwood"

Photos: Pam Proctor

It was only a few years ago that the Hanlon brothers sat in a bar in Deadwood during the Sturgis Rally and Races, dreaming of a world where there was more than one American motorcycle company. At Sturgis this year, the Hanlons (Dan, Jennie, and Dave), unveiled their new "Deadwood" special-edition Excelsior-Henderson with its black-out paint and modest flames.

While the financial road for E-H continues to be rocky, you've got to love the very American spirit and gumption these folks exude.

—Dave Nichols

The Big Easy Ride

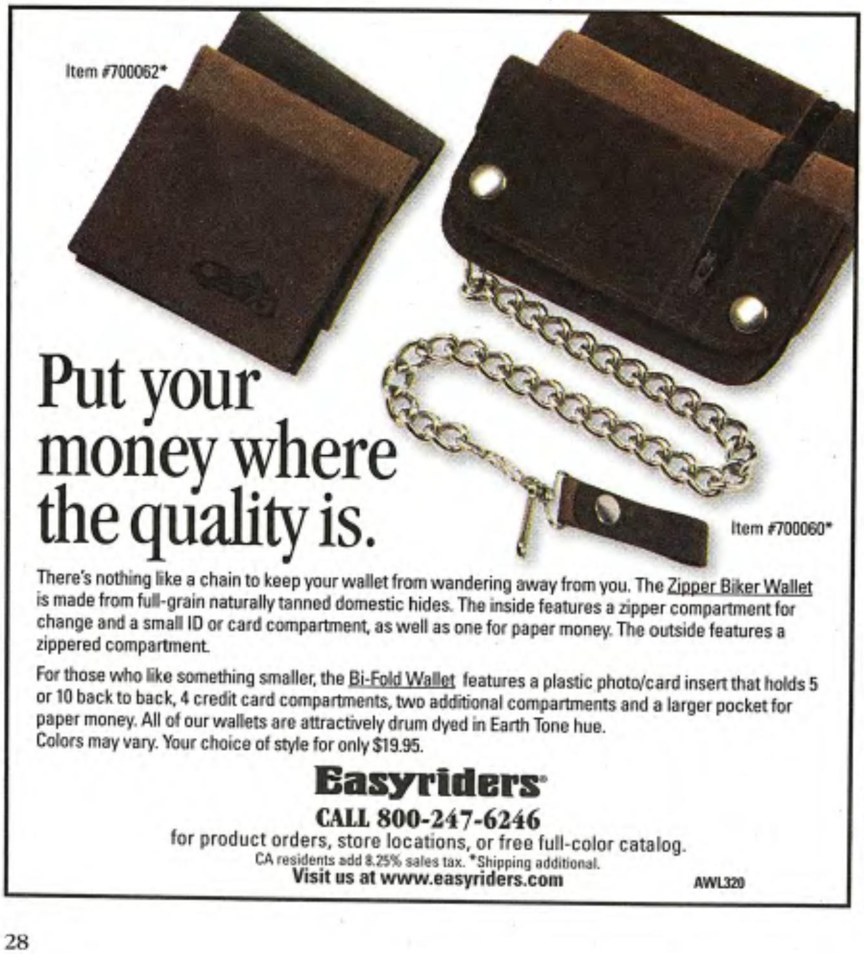
Indian presents the ultimate party for *Easy Rider's* 30th Anniversary

October 14 through the 17, riders from all over the world came to party in New Orleans. Indian Motorcycles sponsored this all-out shindig with promoters Peter and Raelynn Loop of the Louisiana Film Commission. Thirty years after Captain America and Billy set out to find America, the South is much the same. But this time the Captain, Peter "Bad Dog" Fonda, was back for the screening of the digitally enhanced version of *Easy Rider*. After screening a perfect print of the film on Thursday night, a question and answer session followed with Peter, the film's co-producer, Bill Hayward, Dan Haggerty, cinematographer Laszlo Kovacs, and even the dude who drove the pick-up truck.

Friday was spent getting to know the French Quarter and was capped off with Indian's charity night at the House of Blues, featuring the sounds of Clarence Gatemouth Brown. On Saturday morning, we rode new Indian Chiefs to the classic Southern Ormond Plantation for New Orleans-style grub, zydeco music, and voodoo shenanigans. The main event happened Sunday when thousands of bikers rode the same path made famous in *Easy Rider* and ended up at The Big Easy's premier Race Track and Fairgrounds for a day of live music, great food, vendors, and a Captain America bike giveaway by Indian.

As always, the folks at Indian know how to throw a great, star-studded party. Look for a sneak peek at the brand-new Indian models for 2000 right here next month.

—Dave Nichols



legal-ese

Illinois adopts law against bike bans

According to the AMA and the MRF, Illinois has become the second state in the nation to pass a law prohibiting motorcycle bans on nearly all of its roads. In July, Virginia became the first state to protect the rights of motorcyclists to use public roads built or maintained with federal or state funds. The Illinois legislation follows the same approach. Signed into law August 13, 1999, it also bars local governments from passing mandatory helmet laws.

The Virginia and Illinois laws are based on federal legislation successfully promoted by both the AMA and the MRF last year.

Under the federal law, approved as part of a massive federal highway funding bill, states and cities nationwide are prohibited from banning motorcycles from any roads built or maintained with federal funds. By extending that protection to state-funded roads, Illinois and Virginia essentially have eliminated the possibility of a ban on nearly any public road.

It should also be noted that ABATE of Illinois was the driving force behind the new Illinois law that expands the protection of motorcyclists' rights. The campaign came in response to repeated efforts by Chicago officials to ban motorcycles from selected city streets, including scenic Lake Shore Drive.

the fast lane

Carl's Speed Shop shatters 1/4- and 1/8-mile records

After a four-year absence from national drag racing, Carl's Speed Shop regained the world unlimited street bike 1/4-mile record at a scorchin' 9.11 E.T., with a best speed of 147.83 miles per hour. Carl's also set the 1.8-mile E.T. record at 5.82 seconds. Both world records were set in AHDRA's unlimited street bike class using only a naturally aspirated engine running on gasoline and no power additive such as nitrous.

Carl's son, Doug Morrow, piloted the bike, going through five tough elimination rounds for the winning 9.11 estimated time. OK, Carl, I can see the T-shirts now, "Carl's calls 9.11!"

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Tony *"PAN"* Sanfelipo

Accident Investigator

Motorcycle Case Specialist

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- Supporter of the National Helmet Law Protest Rallies

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Easyriders Scottsdale, 3748 N. Scottsdale Rd., Scottsdale

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Bartels' H-D, 4141 Lincoln Blvd., Marina Del Rey
H-D of Glendale, 3717 San Fernando Rd., Glendale
Hi-Tech, 5901 Sepulveda Blvd., Van Nuys
San Diego H-D Co., 5600 Kearny Mesa Blvd., San Diego

Colorado
John's H-D, Inc., 1303 S.W. Frontage Rd., Ft. Collins
La Fore's M/C, 207 Sheridan Blvd., Lakewood
Easyriders Denver, 4090 E. Iliff, Denver
Two Wheelers MC Shop, 1433 W. 38th Ave., Denver

Florida
Easyriders Store, 605 Main St., Daytona Beach
H-D of Miami, 19400 N.W. 2nd Ave., Miami
Fletcher's H-D, 17129 U.S. North, Clearwater
Miller's Custom Parts, 1863 S. Ridgewood Ave., S. Daytona
H-D of St. Petersburg, 5989 Haines Rd., St. Petersburg
Cycle Lab, 1911 S. State Rd., #7, Ft. Lauderdale
Heaven Cycle, 7254 S. W. 40th St., Miami

Georgia
Easyriders Columbus, 3441 Hamilton Rd., Columbus
Easyriders Atlanta, Units E&F, McDonough

Illinois
Walter's Bros. H-D, 615 S. Maxwell, Peoria

Indiana
Brandt's H-D, Inc., 1617 S. Wabash St., Wabash
Easyriders Merrillville, 254 W. 81st Ave., U.S. 30, Merrillville, (219) 736-2453

Iowa
Zylstra Harley-Davidson, 1930 E. 13th St., Ames
American Attitude, Inc., 406 Hwy. 34, Batavia

Kansas
Bikers Edge Cycle & Leather, 1210 E. Douglas, Wichita
Central M/C Inc., Shawnee Mission Pkwy. 7 Hwy. 6801 Hedge Lane Terr., Shawnee
Seber's Leavenworth Cycles, 222 Seneca, Leavenworth

Louisiana
Easyriders New Orleans, 4230 Veterans Blvd., Metairie

Maryland
Rockville H-D, 7830 Airpark Rd., Gaithersburg

Massachusetts
Dave Frank M/C Sales, 81 Bridge St., Salem

Michigan
Saginaw Valley Motorworks, 3850 S. Huron Rd., Bay City
Detroit Motorcycle Parts, 16297 11 Mile Rd., Roseville
Easyriders of Detroit, 120 N. Main St., Mt. Clemens

Minnesota
Twin City H-D North, 1441 85th Ave. N.E., Blaine
Easyriders Minneapolis, 904 19th Ave. South, Minneapolis

Missouri
Easyriders St. Louis, 14912 Manchester Rd., Ballwin

Montana
Goldrush Pawn, 1353 Hwy. 2 East, Kalispell

Nebraska
Butterfield's M/C Parts, 8025 Blondo, Omaha

Nevada
Show Bike Performance Center, 17 E. Wyoming Ave., Las Vegas
Easyriders of Las Vegas, 4600 W. Tropicana, Las Vegas
Easyriders of Reno, 335 Kietzke Ln., Reno

New Jersey
Kosco H-D, 1149 State Route 23, Kinnelon

New Mexico
Easyriders Albuquerque, 4101 Menaul Blvd., Albuquerque

New York
H-D of Suffolk County, 4020 Sunrise Hwy., Oakdale
World Wide Cycles, 100 St. Paul St., Rochester
Zack's V-Twin Cycles, 593 Violet, Hyde Park

North Carolina
Cape Fear H-D, 3618 Sycamore Dairy Rd., Fayetteville
Iron Horse MC, 1905 Roosevelt Blvd. W., Monroe
Easyriders Greensboro, 106 College Rd., Greensboro
Easyriders Charlotte, 2317 South Blvd., Charlotte

Ohio
Don's Custom Cycle, 8619 Harrison Pike, Cleves
Mainstreet Easyriders, 1275 W. Main St., Cleveland
Easyriders Columbus, 611 E. Broad St., Columbus
Easyriders Cincinnati, 7220 Dixie Hwy., Fairfield

Oklahoma
Easyriders Tulsa, 10816 E. 71st St., Tulsa

Ontario, Canada
Easyriders Ontario, 621 Hespeler Rd., Cambridge, (800) 266-6332

Pennsylvania
Blocker Enterprises, Rt. 248, Parryville

South Carolina
Easyriders Myrtle Beach, 1318 Celebrity Circle CS4, Myrtle Beach
Easyriders Myrtle Beach, 4019 Hwy. 501, Myrtle Beach

Texas
Easyriders Dallas, 9304 Harry Hines Blvd., Dallas
Easyriders Houston, 12899 Westheimer, Houston
Gasoline Alley, 3211 Kemp, Wichita Falls

Utah
Easyriders Salt Lake City, 1716 South State St., Salt Lake City

Virginia
Shenandoah H-D, 2800-C W. Main St., Waynesboro

Washington
Easyriders Bellevue, 10503 NE 4th Ave., Bellevue
R&R Motor Inc., 2726 Bldg E Black Lake Blvd., Tumwater

Wisconsin
Mischler's H-D & BMW LLC, N. 8063, Hwy. 33, Beaver Dam
St. Croix H-D, 2060 Hwy. 65, New Richmond
H-D of Appleton, Inc., 2144 W. Wisconsin, Appleton
H-D of Green Bay, 727 N. Memorial, Green Bay
Milwaukee Bike Works 10700 W. Parnell Ave., Hales Corners

You got it—just make a purchase of $50 or more and ask for your free copy of Easyriders from any of the bike shops listed here. And remember to take this page with you when you're on the road—it's a handy guide to some of the best Harley parts and service outlets around.

industry news

From Santa Cruz Harley—limited-edition Bomber Bikes

Santa Cruz (Calif.) Harley-Davidson and Canepa Design, originators of the "Santa Cruz Style" of custom bikes, are building wild Bomber Bikes. Each Bomber, individualized by a unique name and pinup-style image on its tank, is reminiscent of World War II aircraft nose art. Production is limited, with each scooter containing a numbered custom derby cover. Buyers will also get a matching leather jacket painted with their bomber art.

Noted airbrush artist Dawne Holmes, known for her "Biker Blues" work for H-D, provided the design and paint for the Bomber Bike's cool tank art.

"We put considerable effort into researching bomber art before starting this project, and paid a lot of attention to detail," says Mike James, president of Santa Cruz Harley. "The introductory Fat Boy, a collector's item in its own right, was the perfect platform to base the project on. The blending of Harley-Davidson and military aircraft nostalgia has worked superbly, especially with the touches of Canepa Design and Dawne Holmes."

For more information call (831) 421-9600, or visit their Web site at www.santacruzharley.com.

biker bill 'o rights

Tellin' the truth

Hats off to Texas lawyer Pat Barber, who owns property that adjoins I-20 near Colorado, Texas. He recently erected an 8- by 16-foot sign that reads: "Just Say No To Searches." The sign also has a phone number where drivers will receive a recorded message explaining a citizen's constitutional right to refuse a police search of his/her vehicle.

Naturally, the billboard has Texas law enforcement agencies seeing red because they don't want the public to know the truth or be aware of their Fourth Amendment rights.

Way to go, Pat. Thanks go out to Clayton R. Douglas, editor/publisher of the *Free American,* for bringing this to our attention.

—Twiggy

helmet debate

Oklahoma update

Recently, following a TV news report that Edmond, Oklahoma, would begin vigorous enforcement of a years-old mandatory helmet requirement within the city limits, ABATE of Oklahoma sprang into action. The following day, Legislative Liaison Holly Swinford politely informed Mayor Rudkin that Oklahoma is not a Home Rule state, and the city ordinance is superseded by existing state law: Riders 18 and older have the freedom to choose whether or not to wear a helmet in Oklahoma.

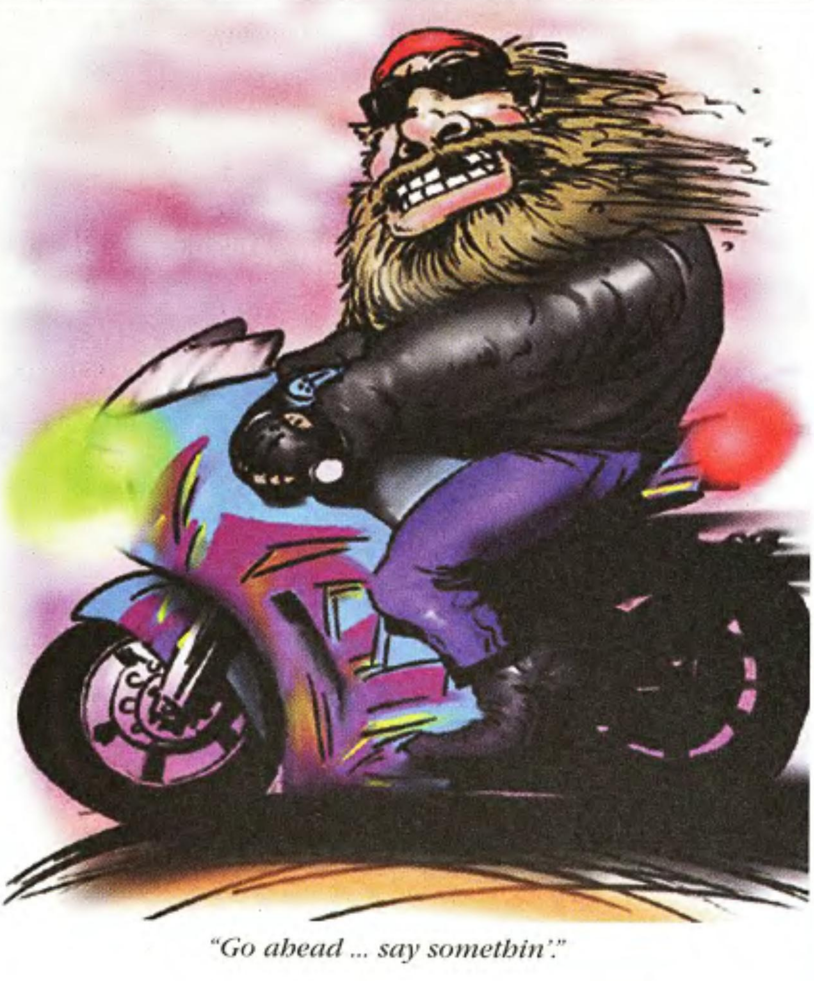
"Enforcement of a municipal statute that circumvents state law is illegal," stated "Tiger" Mike Revere, ABATE Sergeant at Arms of the National Coalition of Motorcyclists (NCOM) Board of Directors. "This law has been in effect for a number of years, and we've monitored several cases being brought to municipal court. In each case, every motorcyclists who contested being ticketed has had their violation thrown out. Unfortunately, with the charges being dismissed, the law is still allowed to remain on the books."

But on Tuesday, July 21, only two days after the original TV broadcast, Holly spoke again to Mayor Rudkin, who was very amenable to making this "helmet law situation" go away. She also suggested bringing the ordinance into alignment with state law, and he agreed.

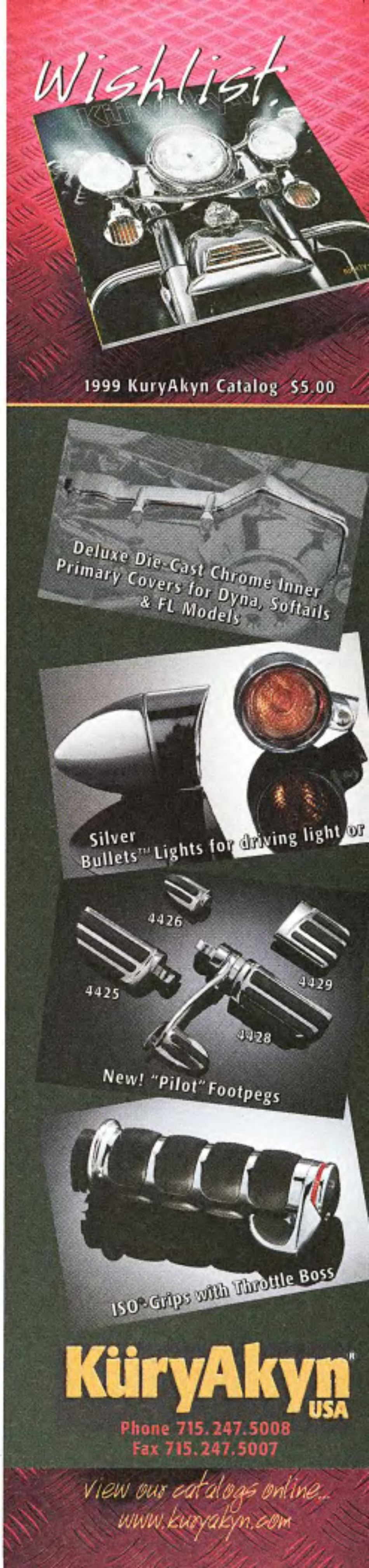
At the next city council meeting on July 26, members voted unanimously to enact the ordinance as an emergency measure, meaning the new 18 and over law went into effect immediately.

"Thank you to Mayor Rudkin and the city council of Edmond for acting quickly on an ordinance that's been sitting idle for many years," exclaimed a victorious Swinford. And thank you ABATE of Oklahoma for your swift action and speedy resolution of this situation.

—NCOM



"Go ahead ... say somethin'."



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two-wheeled tidbits

News from around the bikin' world

Chicago: Sotheby's, the world-famous auction house, held an auction of motorcycles on September 13. This is unusual for this group because of its otherwise high-class sorts of items. Some of these rare bikes auctioned were expected to bring upwards of $180,000.

China: Again, the motorcycle is making news there. Sales of 90-125cc models are on a steady increase. It appears the big wheel pedal models are the most popular. Motorcycles in China are family transportation and these people take their machines seriously. A 125cc bike can move entire family units wherever they need to go. I've seen pictures of as many as five people on a scoot that is a beginner ride in the U.S. We could learn a lot from the Chinese. Motorcycles are economical means of transportation.

Nepal: Two-stroke bikes are now banned in that country because of the severe pollution in the cities. Four-stroke machines are being mandated in an effort to clean up the air quality. The auto rickshaw operators have been ordered to switch to non-polluting vehicles or go out of business.

Philadelphia: Research here shows that brain injured pigs (I'm talking about the four-legged kind, folks), tend to develop Alzheimer-like tendencies over time. They say the same thing can happen to human beings who have had severe head injury such as caused by motorcycle accidents or banging around inside a car in an accident. These findings are preliminary but the researchers take the leap and argue for helmet use on bicycles and motorcycles. Wear a helmet or go senile.

England: A motorcyclist there was in danger of losing his life because cage drivers blocked emergency vehicles from the scene of an accident when they drove on the shoulder of the road to avoid the jam. Police said they would prosecute. If you can't kill us by runnin' over us, do it by blocking emergency aid.

—*Gunny, Oregon AIM Chief of Staff*

good deeds

'99 meeting of the minds

In Denver, more than 380 people attended the MRF's 15th Annual Meeting of The Minds. Deb Craig, ABATE of Colorado's new state coordinator, and her crew had every detail fine tuned to perfection. Their transportation to and from Denver's International Airport (DIA) was outstanding.

The MRF's workshops, including the Saturday night banquet, were stellar. My congratulations to all the award recipients. But there was an unexpected bonus. The National Federation of The Blind was also having a meeting at the same time as the MRF. I want to personally thank each and every motorcyclist who took the time to assist our blind friends. Your efforts were greatly appreciated and did not go unnoticed.

The next Meeting of The Minds (2000) will take place in Oak Brook, Illinois. Stay tuned to Easynews for additional details. *—Twiggy*

Photo: ABATE of LA

U.S. Senator Ben Nighthorse Campbell and Patty Davis, vice president and legislative coordinator, ABATE of LA, at the '99 MOTM.

kudos

Way to go NCOM

Remember the "naysayers" who predicted that NCOM and the Confederation of Clubs were gonna be a bust? Them ask 'em why more than 850 "freedom fighters," including 114 individual patch-holding MC's attended the 14th Annual NCOM Convention. This event was a class act unlike anything seen before. Way to go NCOM!

Our congratulations to all of the Silver Spoke recipients. Here at Easyriders, we're stoked! Our very own Roving Editor, Rip, received NCOM's prestigious Media Award, and we can't think of anyone more deserving. Rip's entertained you loyal readers for 22 years-plus with his humorous wit, on the road experiences, tech tips, and expert photography. You name it, he's been there and done it all. It's an honor for me to know Rip on a personal first name basis and be able to call him friend and brother.

If you missed this event, you can redeem yourself in the year 2000 by attending the 15th Annual NCOM Convention that will be held in San Francisco, May 11-13.

—Twiggy

investment news

Two-Wheeled Investor

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Symbol	Company	Date Public	Last Quote	Date	52-week High/Low
BIKR	BIKER'S DREAM	1997	1.25	11/10/99	9.21 - 0.96
EZR	EASYRIDERS, INC.	1998	0.75	11/10/99	2.75 - 0.62
BIGX	EXCELSIOR-HENDERSON	1996	1.47	11/10/99	11.00 - 1.37
HDI	HARLEY-DAVIDSON	1986	60.00	11/10/99	64.06 - 36.50
PII	POLARIS/VICTORY	1996	38.25	11/10/99	45.68 - 27.00
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Homegrown Metal Art

FROM FARM EQUIPMENT TO GALLERY PIECES

If I asked some of you to name the 10 most famous painters in the world, your list might look something like this: "David Mann, this guy One-Eared Vince, and the dude who did the Mona Lisa, right?" Right. Now imagine I'd ask you to list the 10 most famous sculptors in the world, and no, it has nothing to do with skulls! A sculptor is a ... well, never mind! Just keep looking at the beautiful pictures in this magazine.

Even those among you with a bit more culture in their veins than a six-ounce cup of kefir would probably be hard put to come up with more than an extremely abbreviated list of Who's Who in Rock-chiselin' and Metal-carvin'; Michelangelo and his David might pop up, shreds of Rodin might have gotten caught in your mental spiderwebs somewhere, or maybe that dude who did the Mona Lisa might come to your foggy mind.

And then there's Arthur S. Cabezut, creator of this magnificent piece of art you are doubtlessly admiring on these pages. Obviously, this is not Arthur's first piece of art, nor is it his only one (although you can't tell by our wide selection of samples of his work). It takes years of practice to create what the culturally aware-such as ourselves-would call a masterpiece. And in true fashion, Arthur has many years of "practice" under his belt.

Born and raised on a 500-acre ranch near Mariposa, California, Arthur learned cattle roping and horseshoe throwing at an early age, followed by an apprenticeship in metal work. He also started making custom farming equipment (a hot rod thresher?) such as augers and feeders. But soon adventure called him, and the horizon beckoned. So Arthur packed up his wife and three kids and moved to Clovis, a distant 50 miles due south, as the crow flies.

While he became a master craftsman at the working with and shaping of metal, it wasn't until he had an accident and a lot of lying-around time that he discovered his true calling. "I used to watch my oldest sister draw, when I was young, and I admired her," said Arthur, "and I used to draw things in school. But then I didn't do anything in terms of art for a long time. In fact, I overheard my wife, Bernice, tell someone that she was married to me for twenty years before she knew I could draw. Then I had a car accident and was laid up for a while. When I had all this free time, I just thought I'd give this metal sculpting thing a shot." And he hasn't stopped shooting since.

Arthur makes mostly figurative metal sculptures with a Western motif, although there are also a lot of metal flowers and antique cars. He began making a name for himself at the Fresno Fair with a male bust, followed by a dog in a tule patch. He has won a number of blue ribbons at various artist competitions in his area and taken home the top award at the Fresno Fair for a statue of a nude black woman, which he calls "Bondage and the Free Soul."

So what's a great artist like that doing in a rag like this? Frankly, we're not too sure, either. It just seemed like the right thing to do, considering his one and only Harley is such an eye-popper. Arthur had two brothers who eventually would fight in World War II. One of them would die, the other would lose an eye. The latter had a '36 Harley, the first year of the Knuckle, and Arthur liked it very much. "I loved listening to the sound it made when he rode off, but after he went into the service, that was it for the bike. So I thought it would be a wonderful bike to make." Because it's not an exact replica of his brother's bike, Arthur enlisted the help of people like Jim Tuck, a local biker,

Photos: courtesy of Arthur Cabezut

as well as Joe Nocito, Jerry Turner, and Pete Yackovetic. "They supplied me with different bike parts so I could measure them and make the bike true to scale," says Arthur. The Knuckle is, like most of his other statues, about one-third scale.

While the biker standing next to the Knuckle is "no one in particular," according to Arthur, "when I was making him, a lot of people asked me if I was making Willie Nelson. I changed things around a bit to make him more biker-like, but I guess he still looks like Willie Nelson."

There's a lot of carving, cutting, grinding, and forging involved, and just as with most of his other work, Arthur has no idea how long it took him to finish the Knuckle. "I don't work on one project continuously, so it actually took some years to do this one. But it's all made from steel, and since I don't like to use paint on my pieces, I used blackened zinc for all the black parts. The only parts where I had to use paint were the license plate and the dash. The saddle and the tires are burnt iron, for that leathery and rubbery look; the chrome parts are steel, and fenders and frame are zinc-plated."

There are also some working parts, like "the brake pedals, the levers, and, of course, the wheels turn. Pretty much anything that would move on a regular bike, moves here."

Throughout his decades of creating art made from metal, the 74-year-old Arthur hasn't sold very many of his pieces, although they can be readily admired in his own, personal gallery at home. "I make all these figures in my spare time, which I don't have a lot of, so there are only about forty or so major pieces," says the retired metal craftsman. "It seems like people around here like my art, but they don't want to pay much for it. I suppose if the right offer came along, I'd sell different pieces. I've given a lot of them away over the years."

If you feel overwhelmed by the plethora of examples of Arthur's work shown here (and who doesn't?), or if you're interested in finding out more about this talented heavy metal artist, feel free to call Arthur Cabezut at his home-grown one-man gallery in beautiful downtown Clovis at (559) 294-8444. And if you've actually read through this entire article, I thank you warmly and assure you, you are now on par with a petri dish.

—Red Baron

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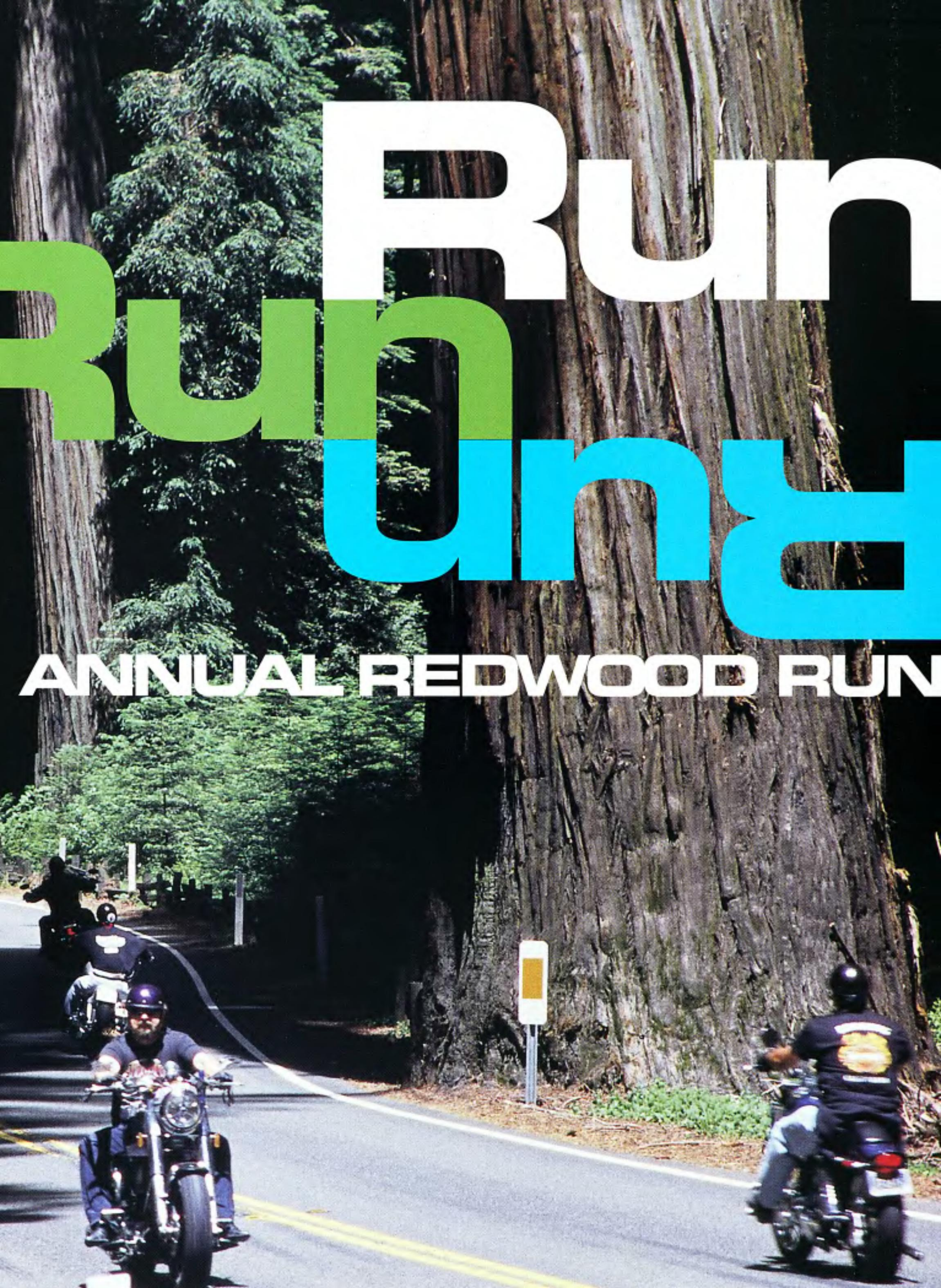
THE 22ND

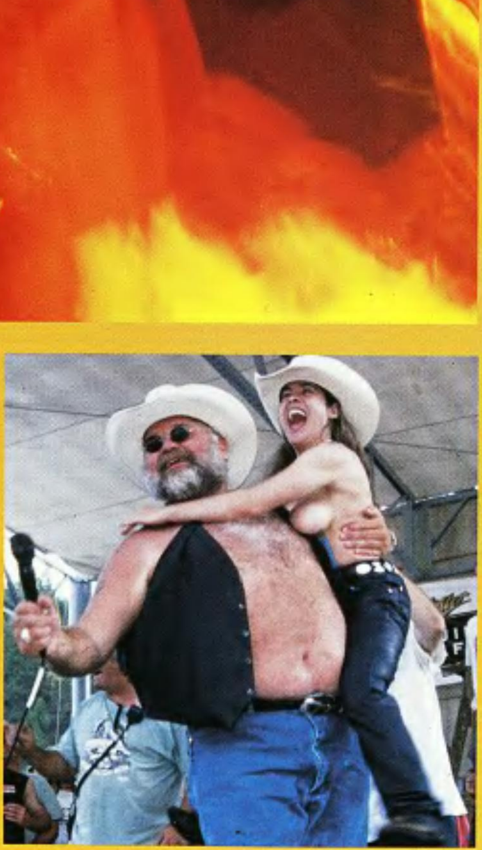
GETTIN' LUCKY IN PARADISE

You're in some serious luck if you happen to be in Northern California in June. Two hundred miles north of San Francisco on Highway 101, just south of Humboldt County, nestled way up in the redwood groves, is a little biker paradise called the River View Ranch. The weather is always great and the grass and hills are always green. (unless of course one of the hills has been recently mowed and bikers have been sliding down it on beer-powered cardboard sleds). A river runs through this little piece of paradise and it's stocked with plenty o' fish. There's titties a plenty, the beer is cold and never stops flowing, and the bands play all night!

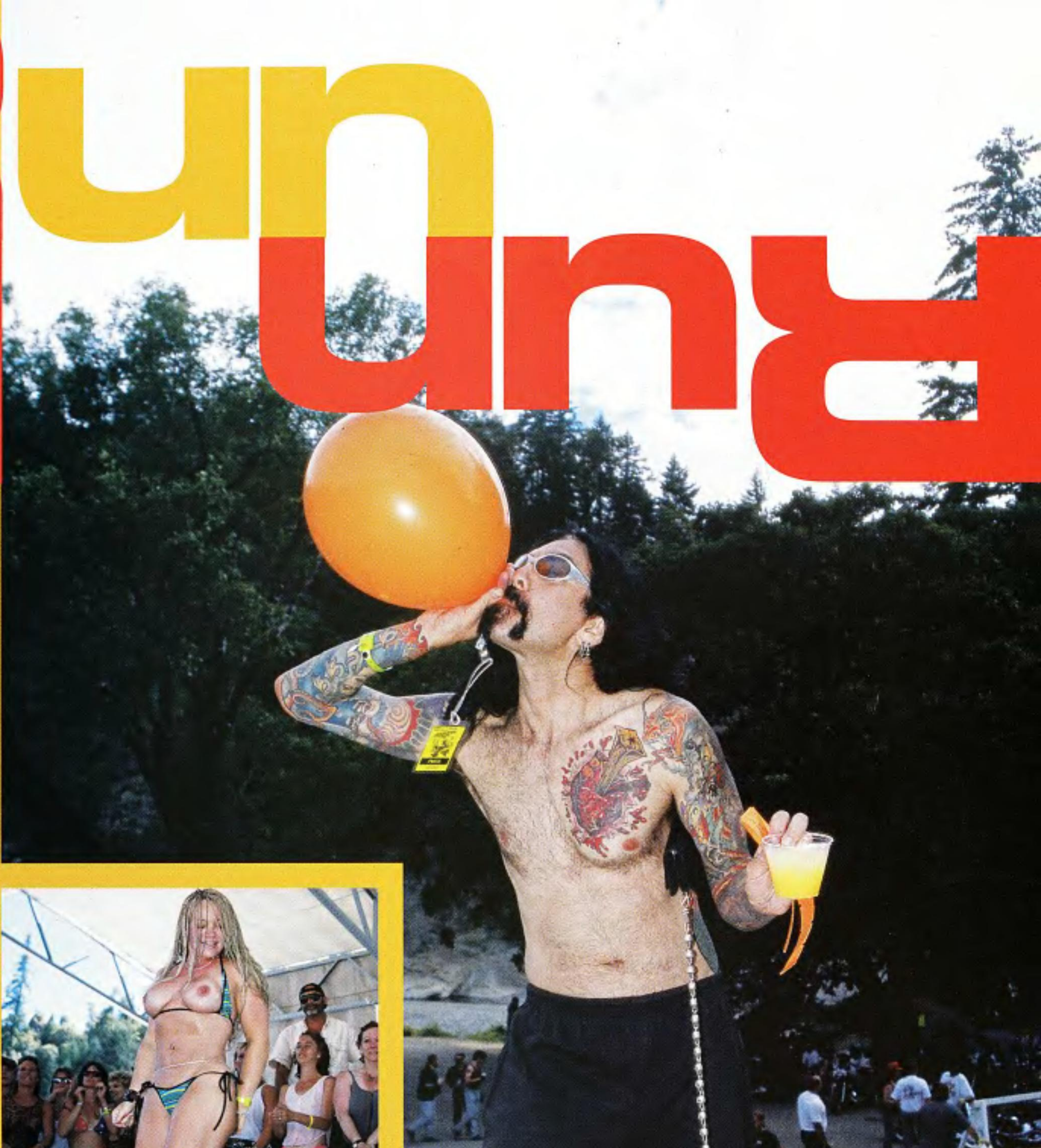
Run Run Run

ANNUAL REDWOOD RUN

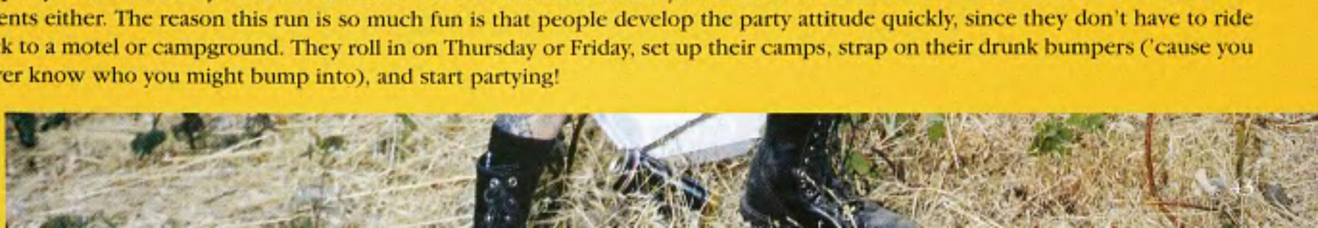




Run Run

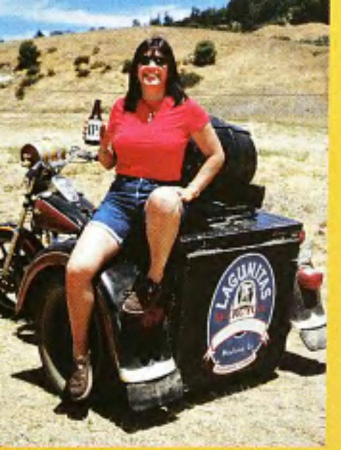


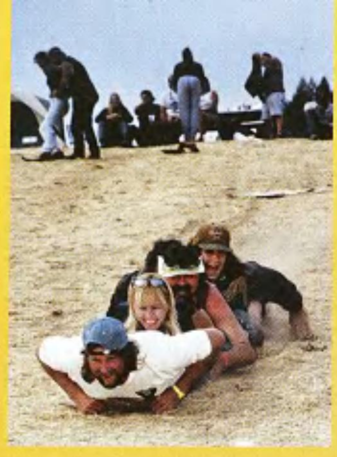
"Bull cookies" and "horse hockey" you say ... Well, come take a ride with us and have a look-see for yourself. This is a party for people who know how to party, with brownies, balloons, games, and beverages a-plenty. There's no need to leave the grounds, either. Everything you need is right there, and it's private property! No one under 18 is allowed, and there are no police on the property unless called by the local Kiwanis. There's no need to ride if you don't want to. There's no need for tickets, DUIs, or accidents either. The reason this run is so much fun is that people develop the party attitude quickly, since they don't have to ride back to a motel or campground. They roll in on Thursday or Friday, set up their camps, strap on their drunk bumpers ('cause you never know who you might bump into), and start partying!

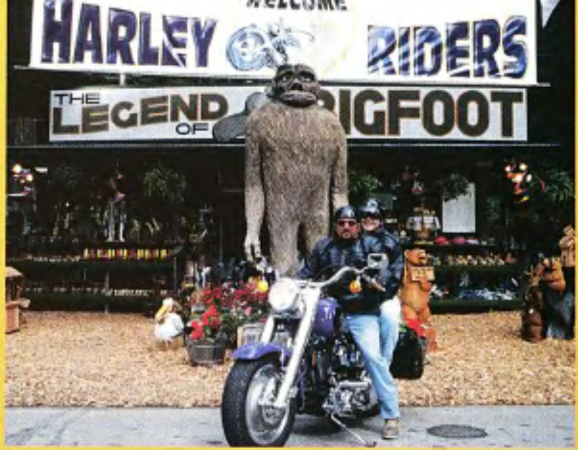


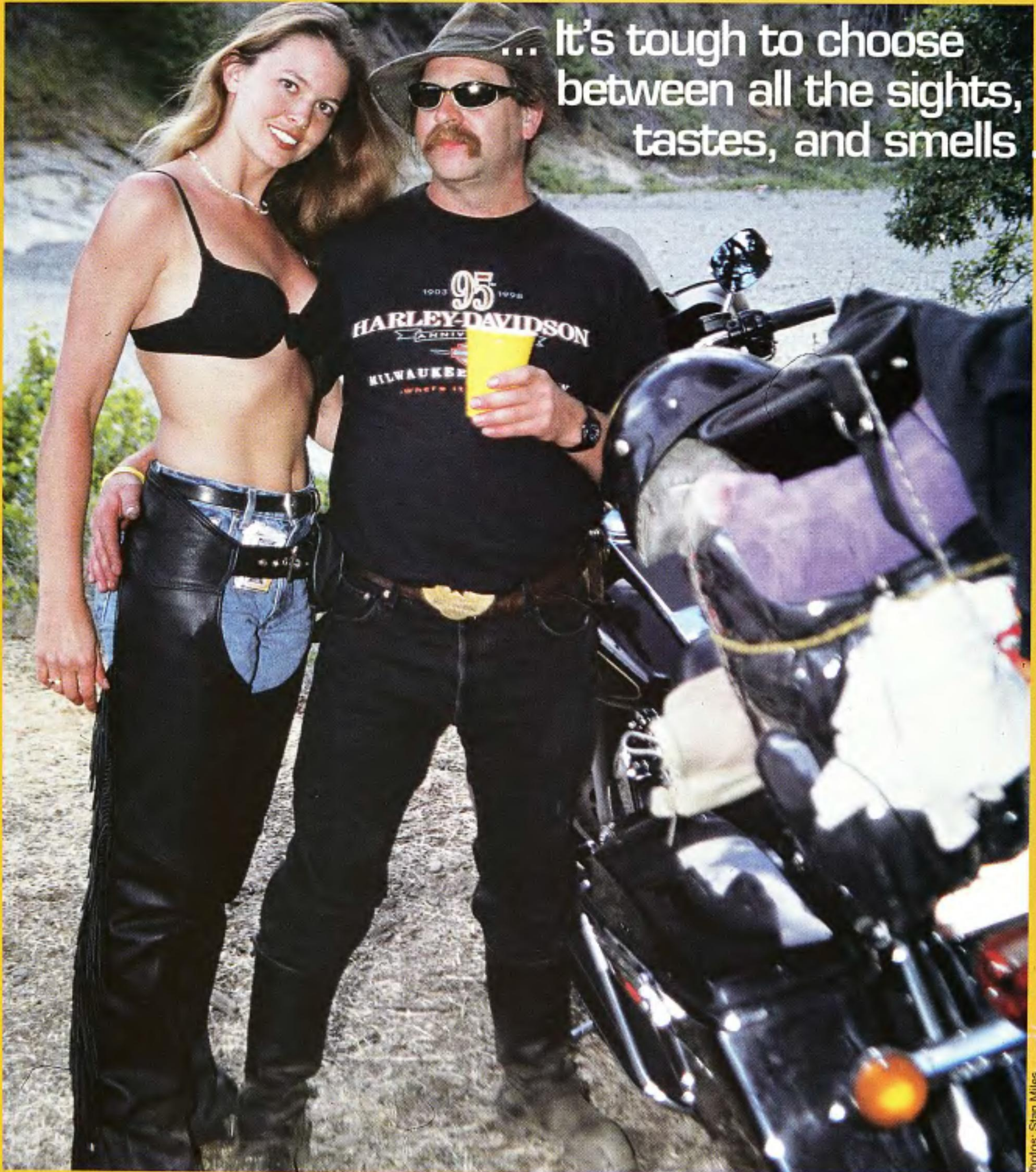
It's a little steep on the pocket getting in the gate, but for your hard-earned, $60-per-person entrance fee, you got a barbecue dinner, tour pin, vendors of every kind, and tattoo artists, motorcycle games, custom and vintage bike shows, large campgrounds with hot showers, and a shuttle service ('cause there are no cars allowed in the event and camping areas). This run is full of prizes, surprises, and giveaways, wet-T-shirt and shorts contests, pig races, and all the music and beer you could want—plus a beautiful, clean, cool, and refreshing river to play, relax, and fish in. The music line-up was top-notch, headlining was Little Feat (who were on fire), Los Lobos, backed up by Jimmy Thackery and The Drivers, Roy Rogers and The Delta Rhythm Kings, Lydia Pense and Cold Blood, The Fryed Brothers, Tempest, The Jeff Jolly Band, Ross and Rotten, The Mamma Jammas, with guest MC Brad White and "The Rock 'n' Roll Burlyman" Dave Hall.

This run is full of prizes, **surprises, and giveaways,** wet-T-shirt and shorts contests, **pig races,** and all the music and beer you could want—**plus a beautiful, clean, cool and, refreshing river to play,** relax, and fish in.









... It's tough to choose between all the sights, sounds tastes, and smells ...

Photos: Stan Miles

The only reason to leave the rally grounds would be to go on nice scenic putts winding through the redwood groves, or out to the coast for a sunset to remember. The roads and scenery here are some of the best in the nation. They twist and turn, wind up and down the coast, and go in and out of redwood groves. Now I don't know whether it was mating or harvest season, but every time I hopped on the bike my nostrils kept being bombarded by fragrant spring flowers then skunk, moist salt air, then skunk, bitchin' barbecue, then skunk ... It's tough to choose between all the sights, sounds, taste,s and smells over the weekend; it was an all-you-can-handle sensory buffet!

Saturday a couple named Dakota and Ken got hitched by chaplain Tim and we all helped them party in celebration of their marital bliss. The reception helped prime everyone for the wet T-shirt contest Saturday evening, which was an udder success. The little cowgirl in the hat and jeans was our winner for the night. She wiggled and jiggled her way into everyone's heart. All the girls put on one hell of a show. There were more titties flyin' around on that stage than you could point a camera at.

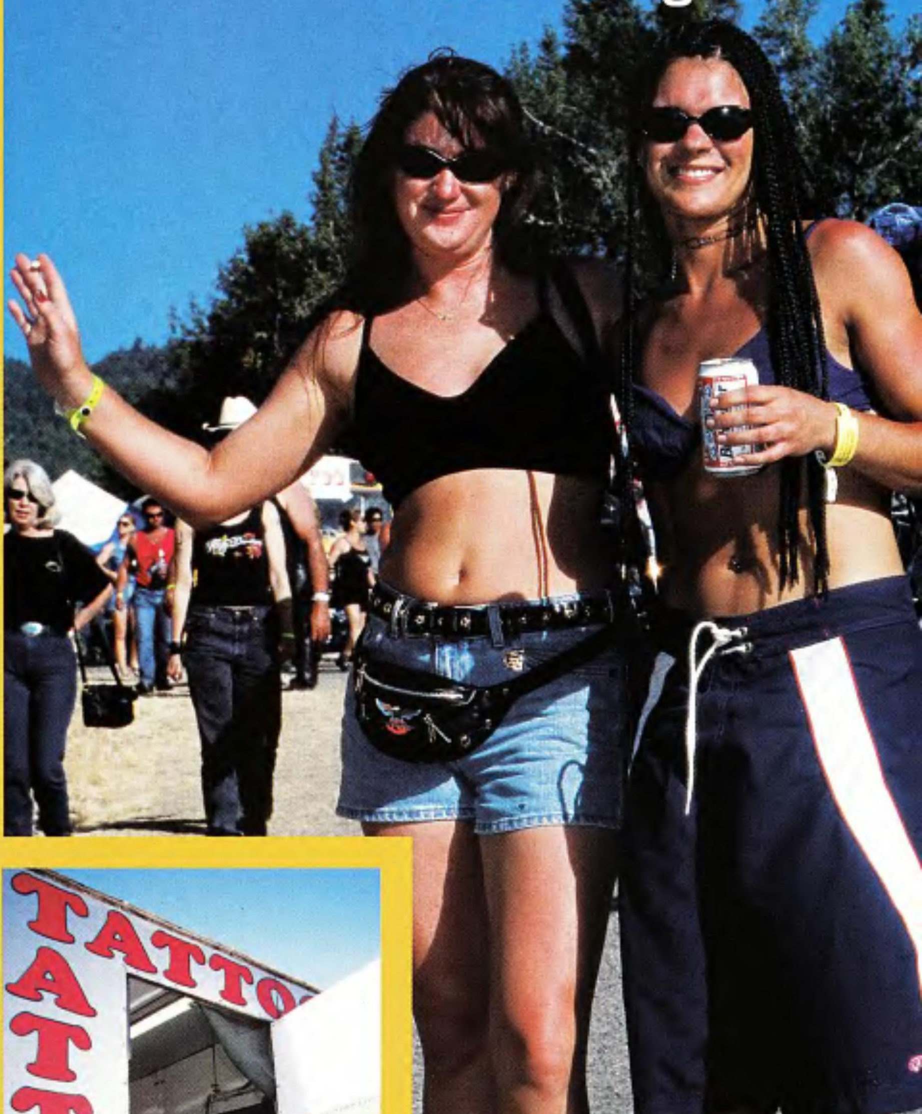
The run is sponsored by Kiwanis of the Redwoods, and proceeds go to youth programs too numerous to list. Lets just say if it's for kids, then bikers and Kiwanis dig deep! Thanks to all the electricians and the guys at the Lagunitas Brewing Company for keeping the beer and juice flowing. Thanks to the "Big Red Machine" and other clubs for policing their own, to the Kiwanis and everyone else who helped put on the rally, and a special thanks to whomever brought the balloons!

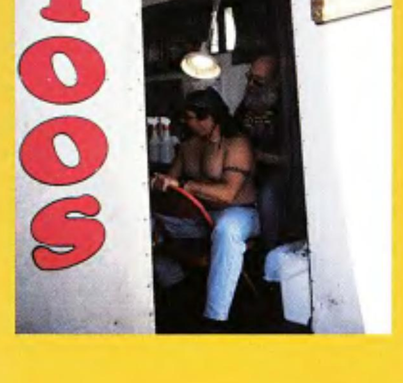
There is just so damn much fun and silliness going on at this rally and so many beautiful rides to go on that it's impossible to do it all. So if ya feel like gettin' lucky, then come on out this June, relax, and party hardy with us at The Redwood Run.

See ya next trip.

—Strip Bar Stan

The roads and scenery here are some of the best in the nation. They twist and turn, wind up and down the coast, and go in and out of redwood groves.





TalkingTech

True Grit

I ride an '87 FXR, which has been mildly customized including an S&S carb and Andrews EV-13 cam. The bike has run like a top ever since I bought it two years go, but lately I've noticed that it won't idle and runs terrible till I get it up in the gears and head on down the road. I checked the ignition, it seems fine, put a new air cleaner element in, and still nothing. Could it be the carb? I was thinking so, but since the bike runs fine when I'm on the highway I ruled it out. Any suggestions?

Sancho
Central California

I'd suggest pulling the fuel petcock from your tank and checking the screen, and if you have a fuel filter, I'd check that also. What I think may be your problem is that some grit has gotten into your carb and screwed up the idle circuit. This makes the most sense right off the bat, since you describe your bike running fine at speed. See, even though most all fuel petcocks have screens on them, a secondary fuel filter would help keep this problem from returning. I recommend Golan Products; they make Peak Flow petcocks and filters and you may do well to install one of each on your scoot. Next, take the carb apart and clean it out well (or have this done at your local shop), and I'll bet your problem will go away.

To Bore Or Not To Bore?

You guys have been showing us a lot of companies building Evo-type engines for Harleys and customs alike. With all of this big bore stuff, it seems like the 4-inch and larger bore sizes are really popular. Is there a drawback to such a large bore size? My bros and I have been kicking this one around for a while, and we haven't come up with any reason why a large bore would hurt, but we wanted your opinion. Thanks!

Sandy
Rancho Cucamonga, California

Well, if ya look at a small block Chevy, Ford, or Dodge, generally they all run a 4-inch bore. Sure, those are automotive engines, but the same large bore can be applied to an H-D-style engine, and as in the case of Merch, TP, S&S, and all the rest, they work pretty damn well. See, you can alter an engine's displacement with bore or stroke, or a combination of the two. Longer strokes are good for low-end torque, but they increase the piston speed at high rpm. Larger bores are good because they unshroud the valves and can allow the head to breathe better, but in the case of the larger bores, such as 4-inch and larger (Merch uses a 4.250-inch bore on their 120 and 131-cube engines), different engine cases have to be used. But no, there really is no problem with a large bore; it really amounts to the preferences of the engine builder.

Kickstand Crazed

I need some advice regarding the stupid rubber kickstand bumper that H-D uses on the outer primary to keep the stand from hitting and damaging the cover. Short of bolting the damned thing to the outer primary, I can't get it to stay on. Any thoughts before I run a bolt through the sucker?

Jake Miles
Kansas City, Missouri

Put down the screwgun and step away from the bike ... I have a solution for ya. There's this cool little widget that you can get from Drag Specialties, and many of the other catalog suppliers, and it's a special kickstand top that has a stop built into it. This way, you don't need to worry about those rubber bumpers (yes, they're a pain in the ass), and this piece installs in a few minutes. It is also adjustable, which is a good thing, and is a must for open-belt primaries. Made by Khrome Werks, its part number in the Drag catalog is DS-240211.

Shocking Scrape

In the last year I've started to upgrade my Softail with little bits of chrome and high-performance bits and pieces wherever and whenever I have the time. My bike used to corner well (yes, even though it's a Softy), but lately, after installing a set of Progressive shocks, it drags. Not all the time, but enough to make me wonder what the heck is going on. Could I have a bad set of shocks?

Bill Lawrence
Miami, Florida

I don't think you have a bad set of shocks; Progressive makes a pretty good product. The deal is that the shocks you ordered not only increase the performance of the suspension, but also lower the bike, especially depending on how you have them adjusted. I've seen several bikes with this condition; some people don't mind, others such as yourself do. Try adjusting the shocks to full stiff. That may raise the suspension back up. If not, you may want to put your H-D shocks back on.

Make It A Double?

I was wondering, in the area of disc brakes, is it a good idea to convert a bike to dual disc? Seems like everyone is running dual discs on all the custom bikes I see. Do these guys know something that the factory doesn't? Whaddaya think?

Dale Easley
Cincinnati, Ohio

Dual discs are a definite improvement over single, no question. But on a big, flashy custom show bike, they may be more important for the visual impact than for stopping power. Honestly, with a good front caliper, the single disc will be just fine. A good point in between might be a Performance Machine 4-piston caliper in place of the floating 1-piston stock unit for extra clamping force. Single disc is also a lot cheaper, but if you're looking for maximum stopping power, double disc is the way to go.

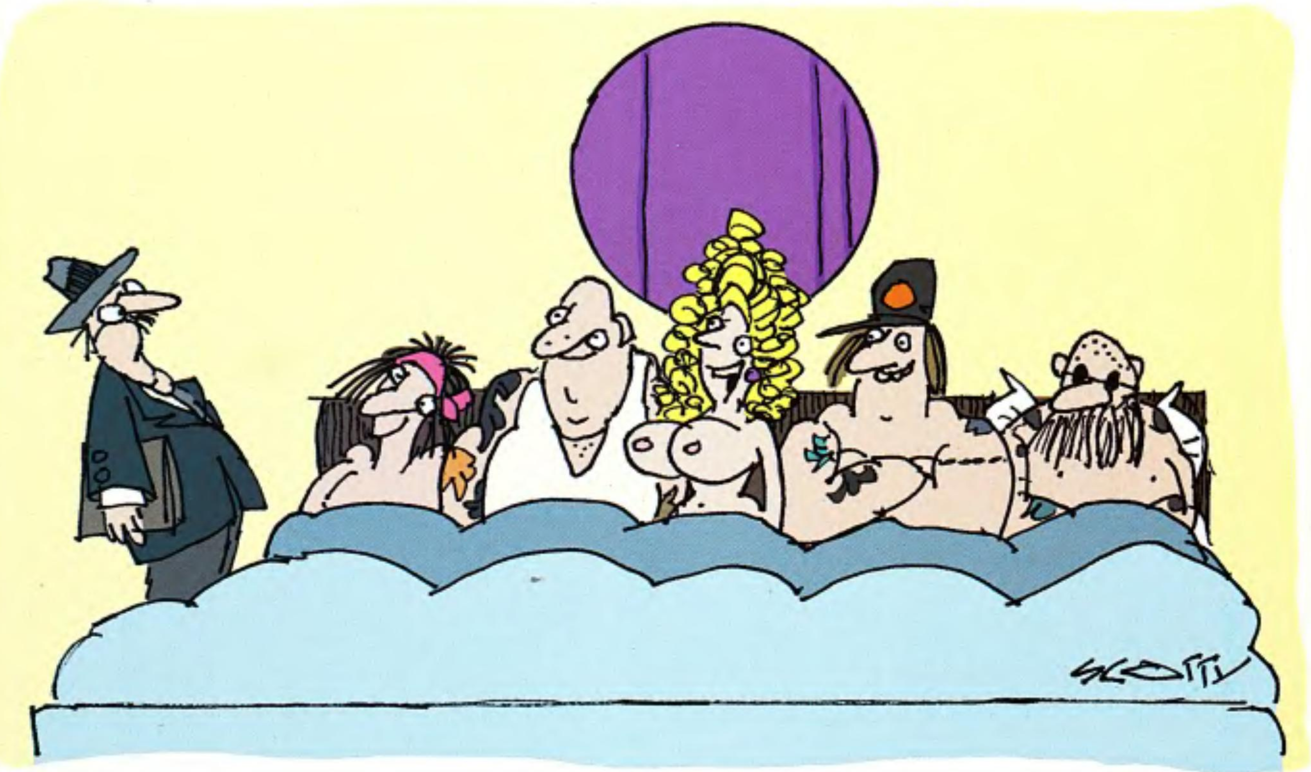
Evo Or No Evo?

With the new Twin Cam 88 taking over the scene, it looks as if the trusty ol' Evo is on its way out. I guess this is what they call progress, but for an aspiring bike builder, would I be smart to still run an Evo? Honestly, I like that way they look a whole lot better and can't just see them fading away.

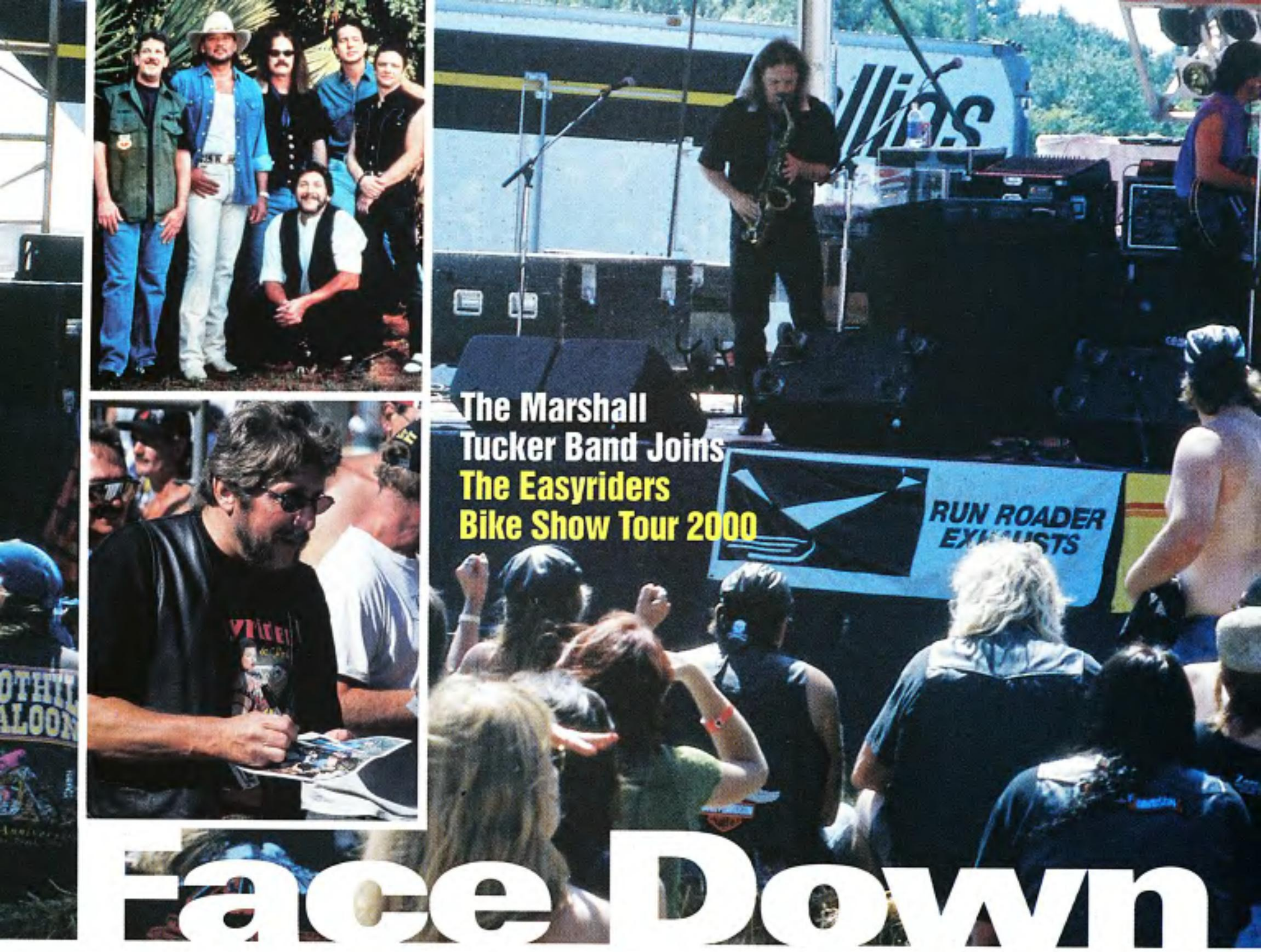
Dan Wile
Orland Park, Illinois

Many of my friends still ride Shovelheads, so ask them about a tried and true H-D powerplant fading away. I don't think we'll see the Evo go anywhere for a long time, and your options for either building or modifying an existing Evo have never been better. I have no problem with the new Twin Cam 88, but if you have your heart set on an Evo, don't worry, you'll be making a good choice.

How many times have you sat in your garage, teetering on an old milk crate and scratching your head over how to do this or that? Well, by all the flywheels that turn, here's your chance to find the answer. Jot a note to Wrench, *Easyriders*, P.O. Box 3000, Agoura Hills, CA 91376-3000. If we can find a solution, you'll read it here.



"Good news, dear, about my high libido! These nice bikers dropped by to help you out"



The Marshall Tucker Band Joins The Easyriders Bike Show Tour 2000

Face Down

Think you could still cut it after 28 years of road, party, and purpose? The Marshall Tucker Band has been there, done that, and now in addition to their on-going shows, they're gonna do it some more. This time exclusively for bikers, as stage headliners for the Easyriders Bike Show Tour 2000.

So how'd these Southern gentlemen hook up with the two-wheeled world, you ask? "It's just been in our blood and a part of our lifestyle," said lead singer Doug Gray. "I remember playing Angel's Camp years ago. We've done ABATE rallies, H.O.G. rallies, the Bean Blossom Boogie, Laconia, Daytona Bike Week, Sturgis, and we've cut loose a few times in Milwaukee. We've met all kinds of friends, from religious to clubs on the road, and after twenty-eight years, we are a band that people get along with."

Doug Gray is the sole original member from the Spartanburg, S.C., Southern blues rock group. The current reincarnation of the Marshall Tucker Band is 15 years old. Joining Doug are Rusty Milner (guitar), Tim Lawter (bass), and Stewart Swanlund (slide and rhythm guitar). Former Outlaws and Molly Hatchet drummer Barry "B.B" Borden, and Firefall's woodwinds and keyboard player David Muse came on board to complement these gentlemen's homage to a unique tradition of mixing blues with a Southern sound.

As Doug recalled, the original band came together with the best musicians from Spartanburg junior and senior high schools. In *Carolina Dreams* (published by Marshall Tucker Entertainment, Inc.) author Michael B. Smith reveals that they first called themselves The Toy Factory, named after co-founder Toy Caldwell. Capricorn Records objected to the name, and at the last minute before inking their deal, someone found a key chain in the band's rehearsal room. It had the name of a local piano tuner and previous occupant "Marshall Tucker" printed on it. The rest is pure music history.

The success of their 1973 self-titled debut album took the guys far and beyond the Mason-Dixon line. Hell, they even played at Jimmy Carter's Inaugural Ball! With classic hits like *Can't You See, Heard It In A Love Song, Ramblin'*, and *Fire On The Mountain*, and 23 albums to their name, you might have figured out by now that The Marshall Tucker Band is in it for the long haul. Their last two releases, *Face Down in The Blues* and *Gospel,* pack a time-honored punch that's worth many a listen. You especially wanna turn *Like Good Music* (off of *Face Down In The Blues*) up about as loud as your down-the-street neighbor's dog can handle. You won't be sorry.

To ensure a many-generation legacy, the band decided to expand their horizons by creating the aforementioned publishing division, in addition to a fine Web site at www.marshalltucker.com. Tour info, group history, music, merchandise, and direct e-mail contact with the players give you about as much cyber access as a clicking mouse can handle. There's also Ramblin' Records, formed by Doug Gray and Ron Rainey, the Marshall Tucker Band manager, to gather all of the out-of-print

In The Blues

Marshall Tucker Band discs from Warner Brothers and Cabin Fever.

Ramblin' Records will also be producing future Marshall Tucker Band records, as well as other artists.

But, hey, a recording is a mere reflection of the real deal. To catch a special biker earful of these guys, whip out your calendar and mark these dates, posthaste:

January 8: L.A. Fairplex, Pomona, California
January 15: Convention Center, Sacramento, California
January 22: Charlotte Convention Center, Charlotte, North Carolina
February 12: Pennsylvania Convention Center, Philadelphia, Pennsylvania
February 18-20: Franklin County Veterans Memorial, Columbus, Ohio

Those dates are, of course, the places ya wanna drop the kickstand for the Easyriders Bike Show Tour 2000. Besides featuring the finest bikes on the planet, there'll be the usual tomfoolery, along with Roadware fashion shows, nifty giveaways, tons of aftermarket vendors, plus the infamous calendar girl contest.

A few other pluses: If you buy a subscription to *Easyriders* at any of the shows, you get a free Marshall Tucker Band cassette. You'll also get one if ya get a picture with the high-tech digital put-yer-face-on-the-cover-of-*Easyriders* setup they've got goin' on. You'll know it when ya see it.

Before we wrapped up our chat with Doug Gray, we had to ask how he personally got into the music biz and why he's stayed with it so long. In doing so, we also found how his life has been tied to Harleys from the git-go.

"When I was between four and six years old, my mother and her sisters used to take me to a little restaurant like the one in *American Graffiti*. I'd stand beside the jukebox, and they'd put a nickel in and have me sing along with whatever was playing, like *Love Me Tender*, stuff like that.

"Turns out, they really did this to get me away from the guys they wanted to talk with. Didn't matter to me. I learned to imitate and then learned to sing the songs. I was always paying attention. Even at seven, I was looking around, noticing things, especially this biker who lived down the street from us named Charles. I loved the noise and the smell of that bike." Kind of ironic then that so many years later, Doug would be performing for this special series of shows for the bike world.

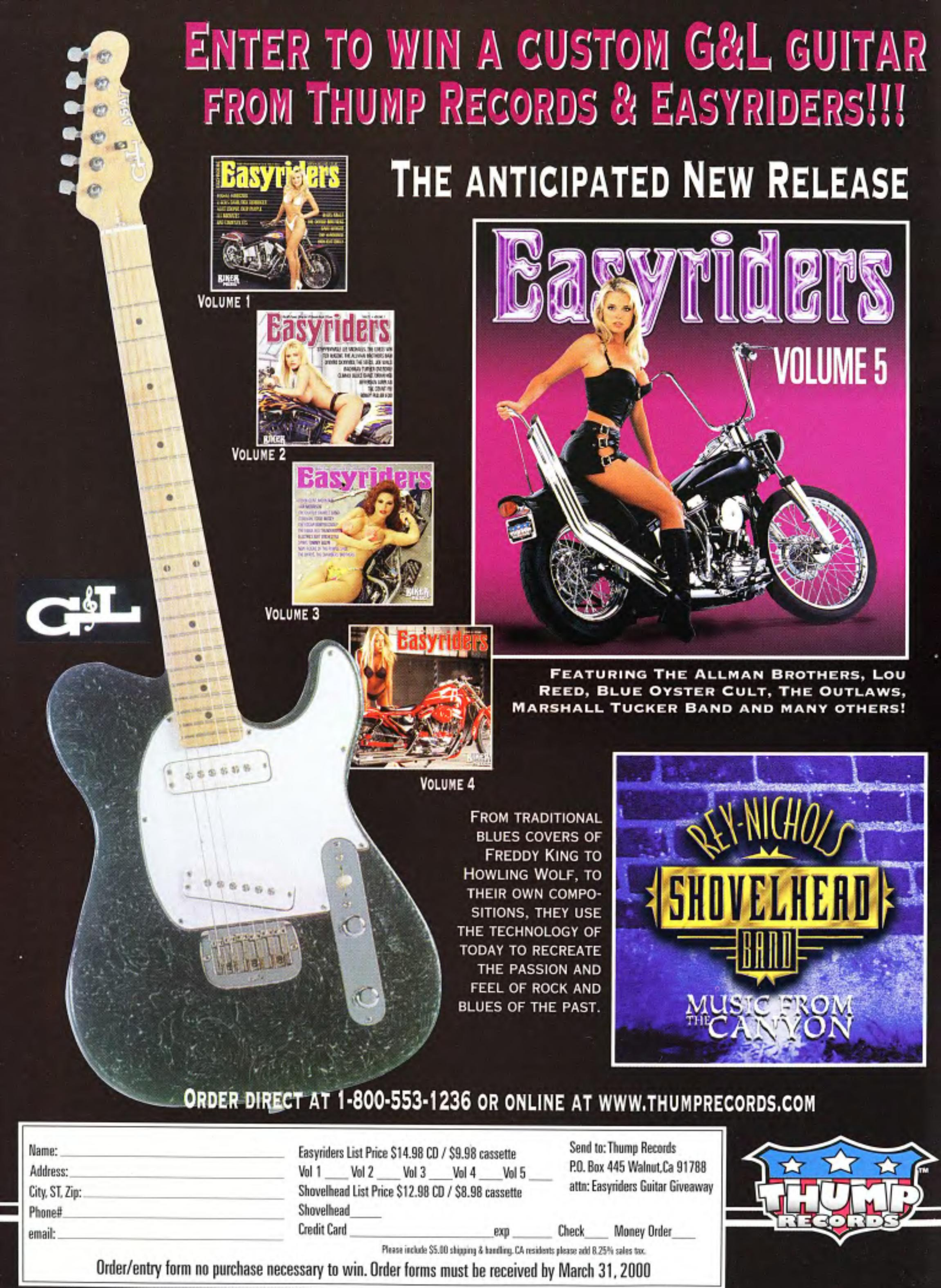
And one final thought: Do Doug and the band ever get tired of playing the same songs show after show, year after year?

"If you tell a story the same way, it gets old. But, if you tell it a different way, doing it becomes easy. As long as it's the truth, the meaning is always there."

Catch a special dose of Southern-style truth at the Easyriders Bike Show Tour 2000. Guaranteed, the Marshall Tucker Band will fry your bacon and chase your troubles away.

—Captain Trash

Photo: Billy Tinney



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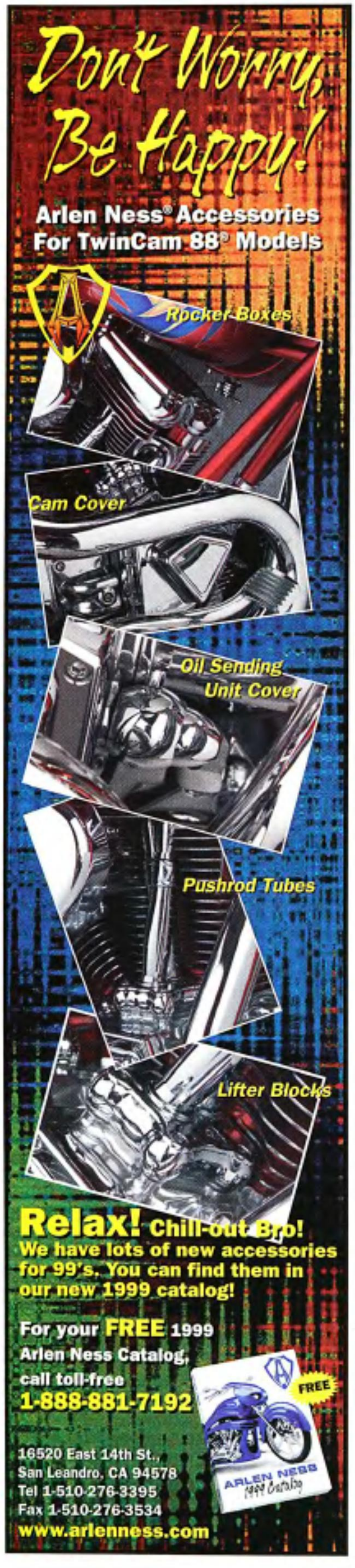
Mountain Pass Mechanic

A TRUE ROAD TALE OF THE GEEZER FROM HELL

It was the Fourth of July weekend. The kid had just pulled off Interstate 5 into the Texaco station high up on Southern California's "Grapevine" pass. He pulled up to the gas pump, cut off his bike, and sat looking worried. Something was wrong with his motorcycle. It had no power, rattled like hell, it was hot, and his damn ears were stopped up to boot. What a hot, dry, miserable place to break down: Gorman, California, the steep rollercoaster known as The Grapevine and 50 miles from the nearest Harley shop. Hell, bitch, and damn it! He cursed an uncaring God and knew he was in trouble.



The Geezer From Hell (GFH, for short) was sitting astride his '69 Shovelhead. He was parked in the shade watching as the kid walked around his bike looking for something wrong, yawning to try to pop his ears. A quirky little smile played on the Geezer's bearded face as he strolled over to the kid's bike and said in a slow drawl, "Looks like you need a Harley mechanic."

"You know about Harleys, old man?"

"Sure do," the Geezer replied, "and I know exactly what's wrong with your bike. Tell ya what I'll do, kid. You fill both our bikes up with gas, roll yours over there into the shade, and let's go get some lunch, on you, while your bike cools off. Then, I'll take a look at it."

"What'll you charge me, man?"

"Just the gas and lunch, kid. And I guarantee that your bike will sound quieter, run cooler, and have more power, or your money back."

"Ya got a deal, old man. Let's eat."

The air conditioning wasn't working that great in the diner, but it felt like a meat locker compared to the outside temperature. A waitress who'd seen quite a few miles set down a Blue Plate Special in front of a trucker. "Hi, May. How ya doin'?" said GFH.

"Just fine, pops. Got another one on the line here?" she asked, lookin' at the kid.

"What do you mean by that?" said the kid. "Has he done this before?"

"Oh, sure, lots of times. This old man has helped out more Harley riders with their bikes up here than I can count. Been doin' it for years. Don't worry, he'll fix yours, and you might even learn something. Most fellas do with this old man. Anyhow, pops, what'll it be today? The usual?"

"You got it, May, the usual. On the kid. Is that OK, kid?"

"Yeah, sure. It'll be worth it to have you look at my bike."

A little bit later, May brought their lunch. The kid had ordered a hamburger and fries. "The usual" turned out to be a T-bone steak, four eggs, hash browns smothered in onions and gravy, an order of raisin toast, coffee, a large glass of orange juice, and a vanilla milkshake with whipped cream and a cherry on top.

"Listen, old man, you'd better know what you're doin' with my bike. That's quite a meal I'm buying there. Not to mention the gas."

"If you're not satisfied, kid, I'll give you your money back. I said I would. Not to worry. You'll probably want to give me a few bucks cash, too. Most guys do."

When they had finished the meal, they strolled out to the bikes. GFH took his tool bag off his handlebars, sat down on the curb next to the kid's bike, and said, "Why don't you go get us a couple of beers, kid, while I look at your bike?"

Ten minutes later, the kid was back with the brews. The Geezer was wiping his hands with his grease rag and putting his tool bag back on his handlebars.

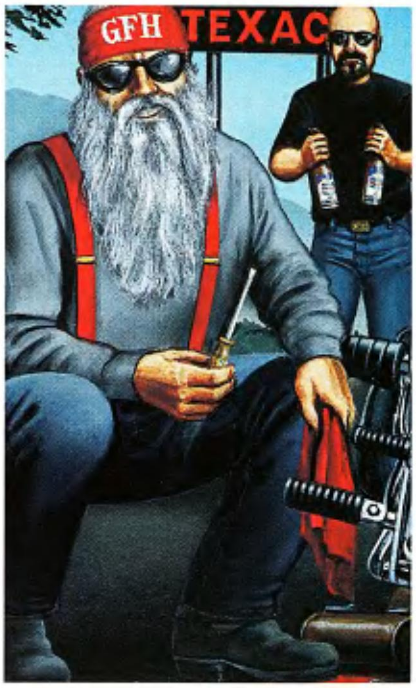
"What's up, old man?"

"I'm done," the Geezer replied.

"Impossible, ya old coot. Nobody could fix a bike that quick."

"Relax, kid, check it out. Start it up and see if it ain't runnin' like I said it would."

The kid started his scoot and was



dumbfounded. It ran quiet, had power, and sounded great.

"What the hell did you do to it, old man? It's perfect. How the hell did you do that? Just what did you do?"

"Nothin', kid, really. It's what ya know not what you do. Haven't ya ever heard that? Besides, I'm a mechanic, and I make a livin' with what I know about bikes. If I tell you what I did, I'd be givin' away my money maker."

"But I'll tell ya what, kid. I'll sell ya the info for thirty bucks."

"How 'bout I give you twenty, man? Whaddaya say?"

"I say the price is $40 now, and it's about to go higher!"

The kid couldn't stand the suspense. What had the Geezer done to his bike to make it run so quiet and strong? He just had to know. The graybeard looked too tough to whip and too wise to outsmart, so he sniveled and bitched, but finally gave the old man the $40.

"All right, now what did you do?"

"Thanks for the money, kid, but like I told ya, I didn't do anything. You did! Here's what happened. You left L.A., rode uphill for 50 miles on a hot, dry day, against the wind, and pulled into this station with your ears plugged up, your tanks empty, your oil hot and thin, and your carb starvin' for gas due to the altitude change. Your empty tanks acted like an acoustical guitar amplifying the engine noise. Your stopped-up ears blocked out all the noise around you and let you focus your attention on your bike's noise. We ate lunch, your bike cooled off, you filled your tanks, and your ears popped. All I did was turn your carb jet a quarter turn richer, put on a little show with the tool bag, and presented you with a riddle. Your imagination did the rest. I looked at your bike kid; it's running strong, and it's quiet. I kept my promise, and I'm keeping the money. 'Nuff said. Oh, yeah, don't forget to turn your carb jet back down when you get off this mountain."

And without another word from either of them, the Geezer From Hell got on his bike and rode away.

—Trash

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paranoid

IKE GARRETT'S PSYCHO SUPER GLIDE

Now this here is a bizarre li'l story for a number of reasons. Sorta like the Arlo Guthrie song *Alice's Restaurant*, only we've replaced Alice with Sassy C's bar down in Georgia (y'all feel free to sing along). This story is about how Ike Garrett and his bro John Hamilton were havin' a few down at Sassy C's, thinkin' about how to dress up ol' Tut's Super Glide. John got to figurin' that what the scoot really needed was a chrome inner primary. So the boys pulled their money together and that's what they got for the ol' Glide.

"Well," said Ike, "you can't put a new shiny piece of chrome next to old junky parts and leave it be." Ain't that the truth. But the real story, the bizarre story of how this custom show bike came to be really starts all the way back in 1973 when Ike bought a genuine Harley chopper. It was a '59 Panhead with rigid frame, 12-inch-over fork tubes, sissybar to the sky ... you get the picture. Ol' Ike had the fever real bad, but that's not where the story ends. See, back about June of 1990, Ike decided to visit Cousin Woody. Now Cousin Woody ain't quite right, if you know what I mean. He lives in the woods down near the holler, on a remote "shoot first and ask questions later" farm way out in the sticks. Well now, Ike and Woody proceeded to have a few beers and pretty soon Cousin Woody asked, "Do you remember Tut's Super Glide?"

Naturally, Ike said that he did, since Tut had bought the gleamin' '78 Glide brand-new from H-D of Atlanta and then proceeded to lay the bike down back in '82. That's sad since Tut loved that bike and even had a ramp that went right up into the house so the scoot could sit in the livin' room right next to the fireplace. But that's not important right now. What's important is that Tut slid across the road pretty good and had to go to the hospital where he called Woody and asked him to cart the bike off for him. Well, Woody picked up the bike in the ol' truck and took it back to the farm where it's been sitting in the horse barn all these years.

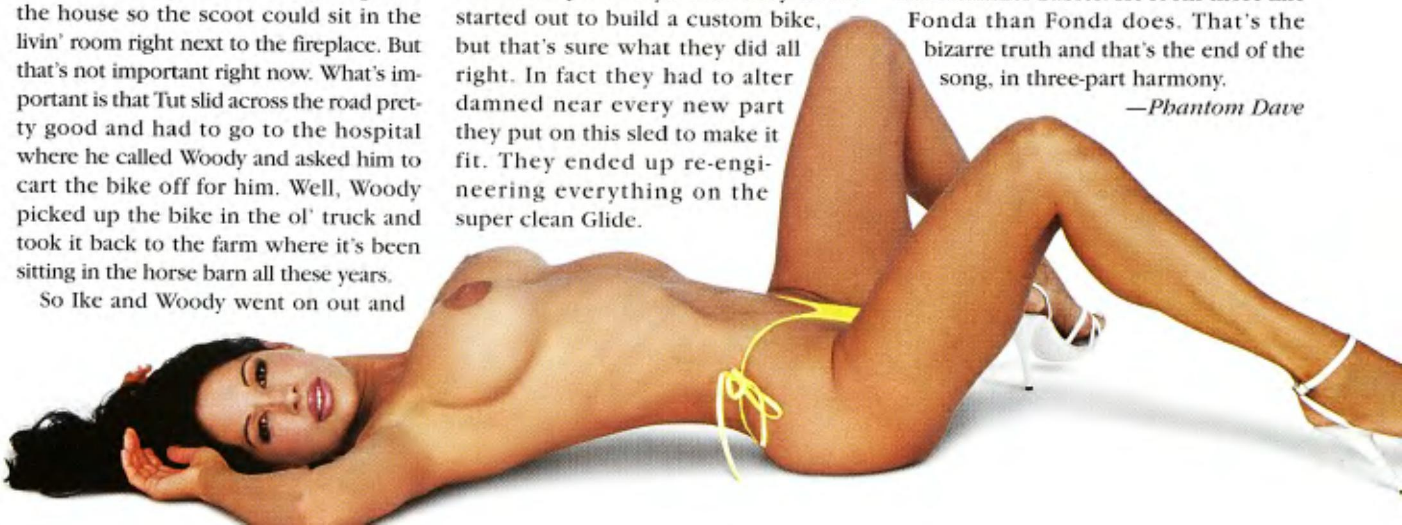
So Ike and Woody went on out and took a long look at that ol' Glide. Now she was covered in weeds and even had a mud dauber's nest cradled up in there real good. Yep, she was rusted out, had flat tires, bent this way 'n' that and all kinds of mean, nasty, terrible things. Well now, Ike and Woody took off the tanks and poured some BB's in there and sloshed 'em around real good to get the gunky gas out. Ike proceeded to sand the points with a dollar bill and as the sun was a-comin' up, that ol' bike fired up. A phone call to Tut and $1,500 later had Ike in the wind. He rode the bike pretty much as it was for years, adding a little paint and the occasional piece of chrome.

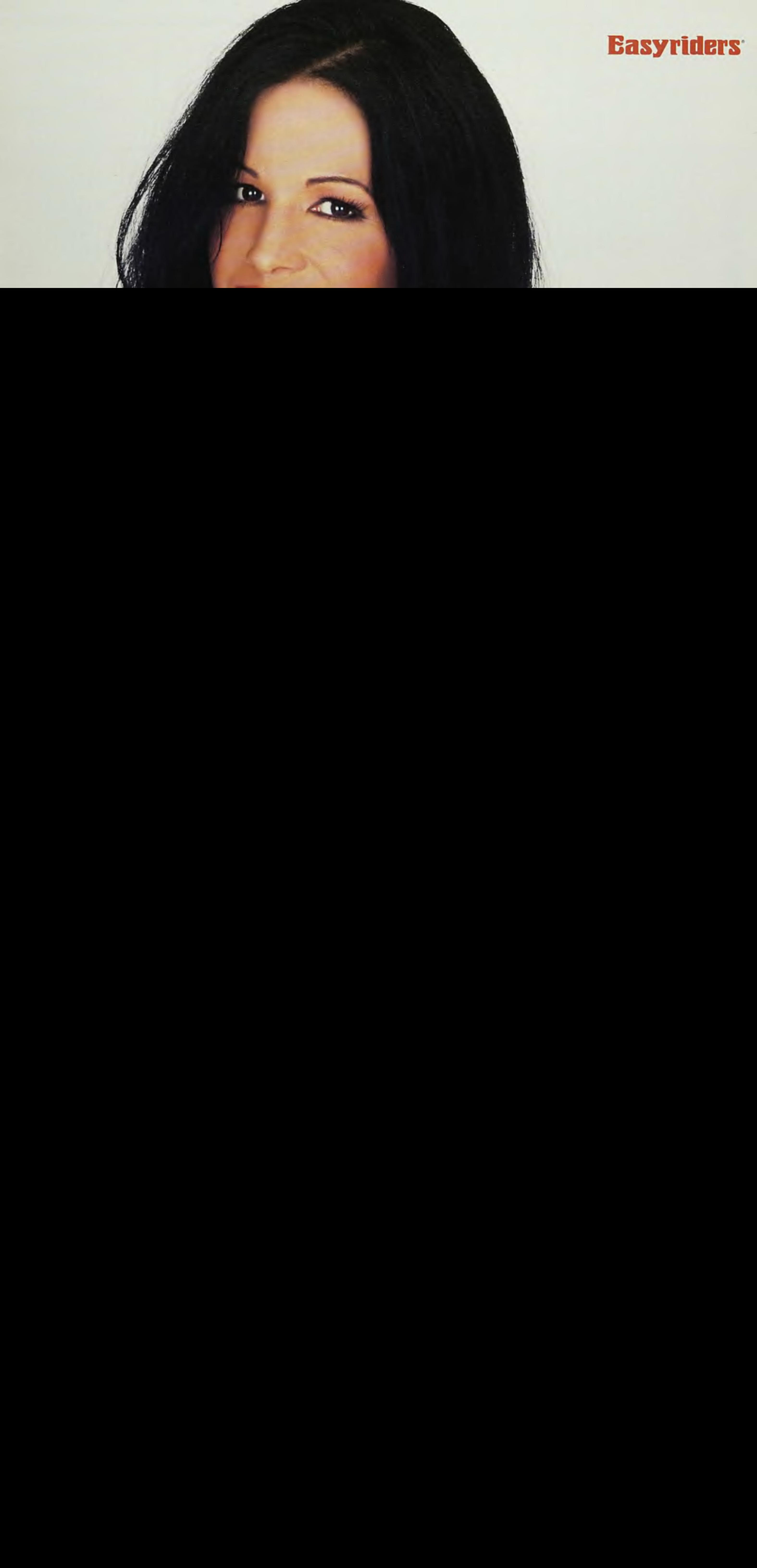
That's how we got to Sassy C's at the beginnin' of this bizarre story. Remember the beginnin' of this here story? So Ike and John Hamilton were havin' a few and decided to put that piece of chrome inner primary on the scooter. One thing lead to another, and pretty soon Ike had spent in the neighborhood of 28 thousand dollars (pretty nice neighborhood) then he quit countin'. John says that they never started out to build a custom bike, but that's sure what they did all right. In fact they had to alter damned near every new part they put on this sled to make it fit. They ended up re-engineering everything on the super clean Glide.

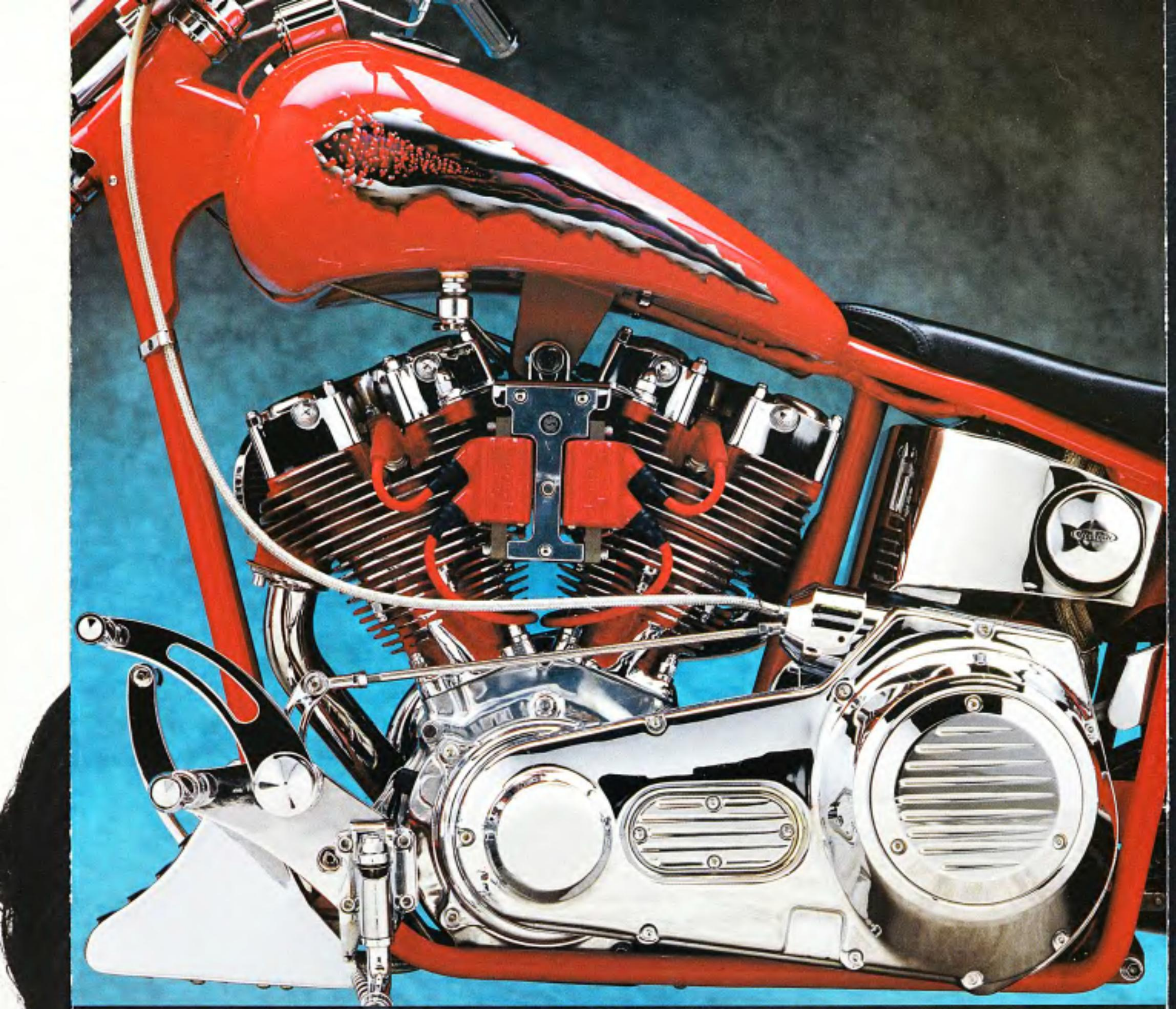
Starting with a new Paughco swingarm frame, the Shovelhead got Wiseco pistons, an Andrews cam, a Dyna 2000 ignition, and a set of Ness pipes. As the months and dollars flew by, Ike named the Glide "Paranoid" 'cuz he was scared at how much more cash might disappear into the metal beast. Ike took the finished Range Rover Red custom to the Easyriders of Atlanta party and bike show that they put on every fall.

Ike and John waited all day and all night to find out if they'd won anything. Ike was ready to go home when they called his name. The boys won first place in the *Easyriders* Class and Ike was so blown away he was speechless, sending John up to accept the award. But that's not the bizarre part of this here story, nor is it the fact that Ike has taken the bike to 25 bike shows since and has a wall full of all kinds of groovy trophies for the 10 months of hard labor and love that went into this righteous ride. Nope, the bizarre part of this story is that Ike won the Peter Fonda look-alike contest last year at Atlanta's Ride For Healthier Babies. He looks more like Fonda than Fonda does. That's the bizarre truth and that's the end of the song, in three-part harmony.

—*Phantom Dave*




Easyriders



passin' gas

Willis and Fast Fred were hanging out at the pool hall in the middle of a hailstorm, bored out of their skulls because the weekend run had been called off at the last minute.

"This bites," grumbled Fast Fred, hanging up his cue stick next to his partner's. "Whaddaya want to do now, bro?

"I dunno," said Willis. "Wanna throw some darts?"

"Naw."

"Shoot some more nine-ball?"

"Naw."

"Cards?"

"Naw . . . hey, I've got an idea!" said Fast Fred. "We can go over to my house and fool around with my ol' lady."

"Whaddaya mean?"

"Just what I said, man. Let's head over to my pad, and we can double-team my ol' lady. How about it?"

"Jeez, are you sure she . . ."

"Oh, hell yeah—Annie's a real sport, I tell ya. She won't mind at all.

"Well, if you think it's okay . . ."

"Sure. C'mon, let's go!" urged Fast Fred, and they tooled on over to his place in short order.

Stepping through the front door, Fast Fred called out, "Hey, Annie honey, I'm home! Sweetheart!"

Dead silence.

"Damn!" said Fast Fred. "She must've gone shopping. Tell ya what, bro—let's go to *your* house!"

TWiX Bar
West Chester, Ohio

A 10-year-old boy is walking down the sidewalk when a man on a black motorcycle pulls up beside him. "Hey, kid," whispers the rider, "hop on and I'll give you a ride."

"No way," the boy tells him and keeps on walking.

The motorcycle pulls up again, and the guy says, "Hey, look, if you get on the bike, I'll give you 20 bucks."

"Uh-uh," the kid says again, and keeps on walking.

The rider pulls up yet a third time and says, "Okay, kid, this is my final offer. I'll give you this big bag of candy and 50 bucks if you'll let me give you a ride, whaddaya say?"

The kiddo stops, stares hard at the motorcyclist, and finally says, "Look, Dad, *you* bought the damn Kawazuki, *you* ride the damn thing."

Cowboy
Alberta, Canada

Handsome Hank strolls into the bar and grabs a seat next to a very attractive hardbelly. He gives her a quick once-over, then intently studies his wristwatch for a full minute.

The babe, noticing this, asks, "Is your date running late?"

"Nope," he replies. "I just bought this state-of-the-art watch, and I was just testing it."

Intrigued, she asks, "A state-of-the-art watch? What's so special about it?"

"It uses alpha waves to telepathically talk to me," explains Handsome Hank.

"So what's it telling you now?"

"Well, it says you're not wearing any panties."

The hardbelly giggles and replies, "Well, your watch must be broken, then, because I *am* wearing panties!"

The bro shakes the watch and holds it up to his ear. "Damn thing must be running an hour fast."

Adolphson
W. Burlington, Iowa

During World War II, an American warship was under attack by the Japanese. A torpedo was headed toward the ship, and a strike seemed inevitable. The captain told the first officer to go down to crew quarters and tell a joke so at least the men would die laughing.

Gathering the men around him in the mess hall, the first officer said, "What would you think if I said I could split the whole ship in two by hitting my dick against this table?"

When the crew burst out laughing, the first officer pulled out his dick and whacked it on the table. Just then, a huge explosion tore the ship apart. The only survivors were the captain and the first officer.

As they floated around in the lifeboat, the captain remarked, "You sure got the crew laughing. What did you do?"

The first officer told him.

"Well, you'd better keep that dick of yours stowed in your pants, mister," the captain said.

"The torpedo missed."

Doc Tillis
Denton, Texas

It was late one Friday night when a cop spotted a biker riding erratically down the street. He hit the lights, pulled the scooter jockey over, and asked him if he'd been drinking.

"Hell, yes, officer, I sure have!" the bro answered honestly.

"It's Friday, dig, so me and some bros stopped at the clubhouse, put away a few kegs. Then we crashed this party where I musta chugged at least two six-packs. After that," he continued, "I hadda give my good bro Red Dog a ride home, and of course I hadda go in for a tall one—couldn't be rude. And then I stopped on the way home to get a bottle of Jack Black for later."

The bro then fumbled through his saddlebags for a brew and chugged it down on the spot.

"Sir," the officer said, "I'm afraid I'll need you to step off your bike and take a sobriety test."

"What for?" demanded the indignant biker.

"Don't ya believe me?"

Dan H. Advecci
The Gaming Table

The shitfaced bro was hanging on for dear life at the local pub. Suddenly he turned to the road dog on his right and asked, "Hey, didja jush pour shome beer inta my pants pocket?" The other biker replied, "Hell, no, man—maybe you'd better go sleep it off, pal."

The wasted bro then turned to the guy on his left. "How 'bout you, huh? Didja jush pour shome beer in my pocket?" "Not a chance, bro," was the answer.

The drunk then shrugged his shoulders and muttered to himself, "Jush as I thought—an inside job!"

Big Bill
On Top

Face it—everybody can use a good laugh now and then. That ain't to say you're gonna find one on these pages, but whatdahell, we hadda fill the space somehow, and you're at least bound to run into a gut-grabbin' groaner or two. Think you can do better? Prove it. Send us your best stuff. We'll pay $40 in hard, American cash for every knee-slappin' newie or moldy oldie that we print. Sorry, but contributions can be neither acknowledged nor returned. Send yer smilers to: Jokes, c/o Easyriders, P.O. Box 3000, Agoura Hills, CA 91376-3000, or e-mail them to us at PaisanoPub@aol.com.

Owner: ....Ike Garrett
City: ....Conyers, Georgia

General

Fabrication: ....John Hamilton
Year/make: ....1978 H-D
Model: ....FXE Super Glide
Assembly: ....John Hamilton/owner
Chroming: ....all new parts

Engine

Year/model: ....1978 Shovelhead
Rebuilder: ....owner
Ignition: ....Dyna 2000
Displacement: ....74 cubic inches
Lower end: ....H-D
Pistons: ....Wiseco
Cases: ....H-D
Heads: ....stock
Cam: ....Andrews
Carb: ....Dell 'Orto
Pipes: ....Ness
Modifications: ....dual plug heads, Dell 'Orto air cleaner,

Transmission

Year: 1978
Modifications: ....Andrews gears, polished case, Karata belt

Paint

Molding: ....John Hamilton
Painter: ....John Hamilton
Color/type: ....Range Rover red/PPG
Special paint: ....Phillip McCurdy

Frame

Year/type: ....1998 swingarm
Builder: ....Paughco
Shocks: ....H-D
Modifications: ....40-degree rake, 2.5-inch stretch
Rake: ....40 degrees
Stretch: ....2.5 inches

Accessories

Bars: ....Carlini
Handlebar controls: ....Ness
Fenders: ....H-D front, Sumax rear
Headlight: ....Ness
Taillight: ....Beyond Bolt-on
Speedo: ....nope
Dash: ....nope
Pegs: ....extended three inches
Foot controls: ....Accutronix
Electrics: ....owner
Gas tank: ....John, Keith
Oil tank: ....Paughco
Oil system: ....S&S
Seat: ....Xzotic
Mirrors: ....nope
Grips: ....Ness

Forks

Type: ....wide glide
Builder: ....H-D
Modifications: ......3 over, Frank's forks

Wheels

Front

Type: .American Wire Wheel, 80-spoke
Size: 21-inch
Tire: ....Metzeler
Brake: ....Performance Machine

Rear

Type: ....Nasty Wheel
Size: 16-inch
Tire: ....Metzeler
Brake: ....Performance Machine

Photos: ....Michael Lichter

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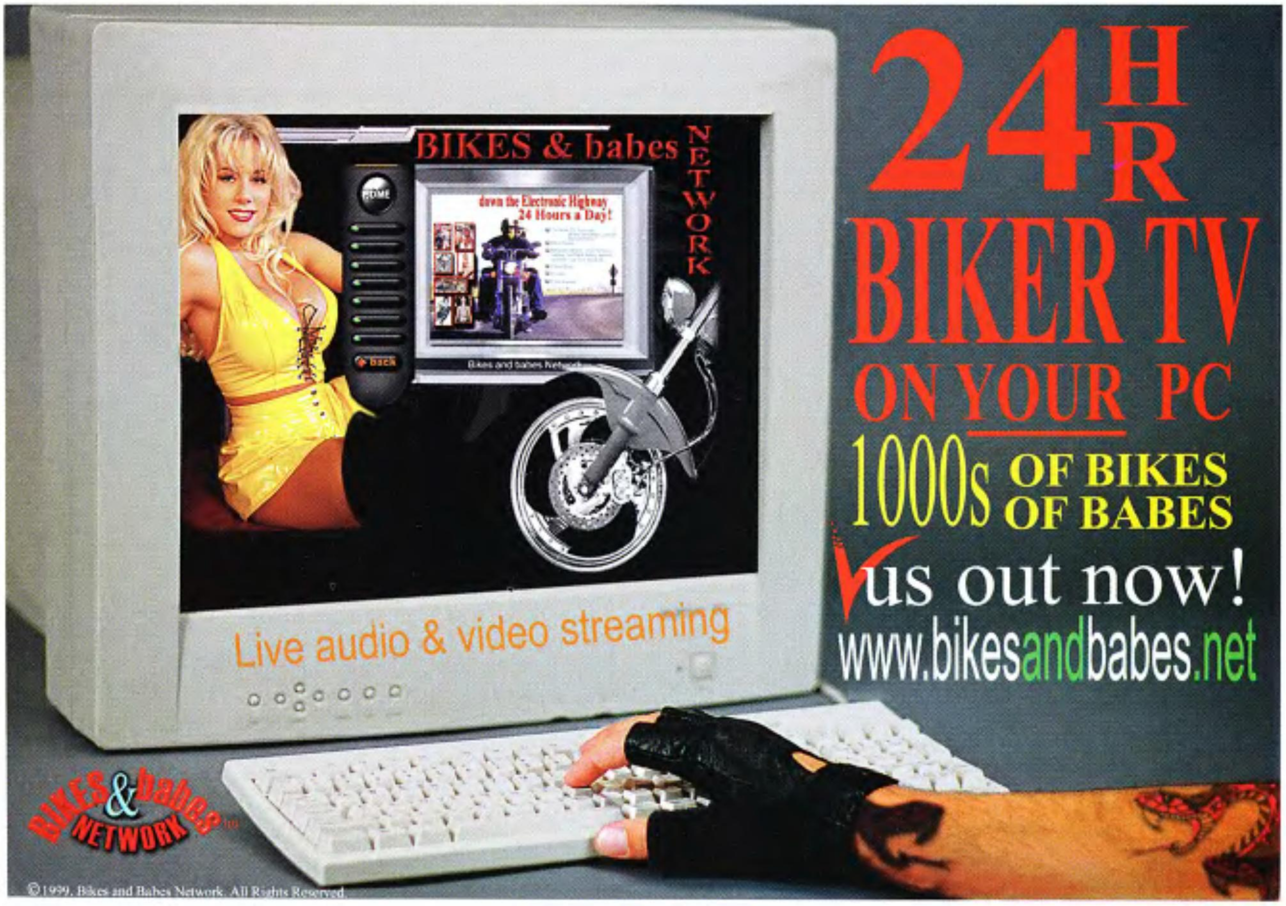

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DRESSING UP A SOFTAIL WITH ALL HARLEY PARTS

A new dress for the Prom.

A few months back we were talking to the folks at Harley-Davidson about aftermarket accessories. It seems that everybody and his brother has a Softail out there that they're dressing up with this gizmo or that piece of billet. We wondered what a recent model Softail might look like if we added a few new teeth to an ol' dog, utilizing only Harley parts.

By bringing in-house at Harley-Davidson the wild customizing talents of bike builders like Wyatt Fuller to design innovative new bolt-on goodies, the sky is truly the limit these days when it comes to dressing up your scoot. We asked Steve Piehl and Paul James of Harley's Communications Department to help us design a new look for a basic Heritage Softail (the bike many of our readers ride). They teamed up with Russ Tom of Downtown H-D of Seattle, who had a used, near-stock 1995 FLSTN Nostalgia on the floor.

The idea was to make the bike look even more nostalgic than how it came from the factory, using the new line of accessories from H-D. The nice thing about a makeover like this is that you can buy the below-listed parts one at a time, as your wallet allows, giving your scoot a personalized, unique look. Also, if you're using Harley parts, you can bet they'll fit your bike without a lot of pushing, straining, and drilling new holes (what a concept).

We started by putting the bike down in the weeds with Harley's Lowering Kit (November '99, issue #318). We should mention that everything done to this bike can easily be done in your own garage with just a few hand tools. The Profile Low Front Suspension Kit (part #54596-94) is a quick front fork springs change-over that lowers the bike an inch or two up front. The Profile Low Rear Suspension Kit (part #54588-94) replaces the stock rear gas shocks with a pair of chrome ones that, again, put the scoot an inch or two closer to the tarmac. The total effect is cool without sacrificing ride comfort.

Next we scrapped the stock headlight for the classic look of a '60s-style chrome headlight nacelle (part #67907-96). Again this was done with just a few wrenches, a Phillips screwdriver, and a set of wire cutters (January 2000, issue #319). Because we wanted to use Harley's detachable windshield, we had to order the one made specifically to fit the nacelle and fog lamps (part #58615-97).

We also added the detachable sissybar sideplates (part #53549-95) for the passenger backrest. This way the bike could go from barhopper to touring comfort in under 30 seconds. Virtually everything else pictured on this Nostalgia accentuates the motorcycle's old-time Harley glory. From the Nostalgic footboards for rider and passenger (parts #50187-96 and 50190-96, respectively) and matching brake pedal (part #44248-96) and shifter peg (part #34627-99), to the classic look of the Nostalgic 8-inch air cleaner cover (part #29138-91) and matching Bar & Shield derby cover (part #52571-91), this scoot is a living, breathing American icon. For those of you with a 2000 model Twin Cam Softail, most of these parts are available to add charm to your ride as well.

While there are many different seats to change the look of your Harley, we chose the Fat Boy solo (part #52217-90C) with the matching Low Profile passenger pillion (part #52534-93A), and matching harness leather tank panel (part #90698-96). Look for a "Guide to Softail Saddles" in an upcoming issue.

Though most of this Evo looks back at its Panhead forefathers, we wanted one accessory to point to the next century, so we added a pair of oval Bar & Shield billet-style mirrors

Softail Dress-up Parts List

PART #	DESCRIPTION	MSRP
40056-98	SLOTTED REAR BELT SPROCKET	$299.95
94708-98	HARDWARE KIT FOR REAR BELT SPROCKET	$24.95
33760-98	STAINLESS STEEL GEAR SHIFT LINKAGE	$149.95
53549-95	DETACHABLE SISSYBAR SIDEPLATES	$129.95
45310-98	CHROME LOWER FRONT FORK SLIDERS	$239.95
45963-97	CHROME UPPER FORK SLIDER COVERS	$55.50
67907-96	CHROME HEADLIGHT NACELLE	$379.95
33616-96	FL SOFTAIL GEAR SHIFT CONTROL COVER	$59.95
41760-97	FL SOFTAIL REAR MASTER CYLINDER COVER	$59.95
91962-98	OVAL BAR & SHIELD BILLET STYLE MIRRORS	$199.95
56199-98	PIGSKIN PRINT LEATHER HAND GRIPS	$59.95
43911-95	CHROME BAR & SHIELD HEADBOLT COVERS	$32.95
43899-86	CLASSIC CHROME FRONT AXLE NUT COVERS	$19.45
48179-98	SIX SHOOTER REAR AXLE COVER	$69.95
60389-97	CHROME LOWER BELT GUARD	$49.95
34627-99	NOSTALGIA SHIFTER PEG	$25.90
58615-97	DETACHABLE NACELLE WINDSHIELD (SMOKED)	$374.95
29138-91	NOSTALGIC 8" AIR CLEANER COVER	$45.95
52571-91	NOSTALGIC BAR & SHIELD DERBY COVER	$29.95
50187-96	NOSTALGIC RIDER FOOTBOARD INSERT	$94.95
50190-96	NOSTALGIC PASSENGER FOOTBOARD INSERT	$84.95
44248-96	NOSTALGIC BRAKE PEDAL PAD	$34.95
34627-99	NOSTALGIC SHIFTER PEG	$12.95
69005-85	CLASSIC HORN	$46.95
29431-97	ENRICHENER/CHOKE KNOB COVER	$29.95
62668-87	TOIL DIPSTICKS W/TEMPERATURE GAUGE	$27.95
37123-98	TRANSMISSION SPEED-CHECK OIL DIPSTICK	$19.95
59147-96	CONCHO FENDER SKIRT	$49.95
50193-96	CONCHO FOOTBOARD COVERS	$62.95
91080-93	HERITAGE CHROME FENDER RAILS (FRONT)	$91.95
91081-93	HERITAGE CHROME FENDER RAILS (REAR)	$91.95
59081-96	BAR & SHIELD CHROME FENDER TIP LENS KIT	$19.95
52217-90	FAT BOY SOLO SEAT	$209.95
52534-93	LOW-PROFILE PASSENGER PILLION	$93.95
52532-90	LOW BACKREST PAD	$69.95
90698-96	HARNESS LEATHER FAT BOY TANK PANEL	$47.95
54596-94	PROFILE LOW FRONT SUSPENSION	$109.95
54588-94	PROFILE LOW REAR SUSPENSION	$349.00
65281-96	SOFTAIL DUAL EXHAUST W/FISHTAIL END CAPS	$599.00

Sources

Downtown Harley of Seattle
(206) 722-8457
www.downtownharley.com

Harley-Davidson Motor Company
(to find the dealer nearest you call)
(800) 443-2153
www.harley-davidson.com

BEFORE

(part #91962-98). One cheat to this make-over was the fact that the used Softy already had a Harley-Davidson dual exhaust system with fishtail end caps (part #65281-96) to replace the stock staggered shotgun pipes. Hell, we would've suggested this deep-throated Harley-forever look and sound anyway.

The end result is a Harley that gets looks everywhere it goes. Why, you ask? 'Cause this is what a motorcycle is supposed to look like.

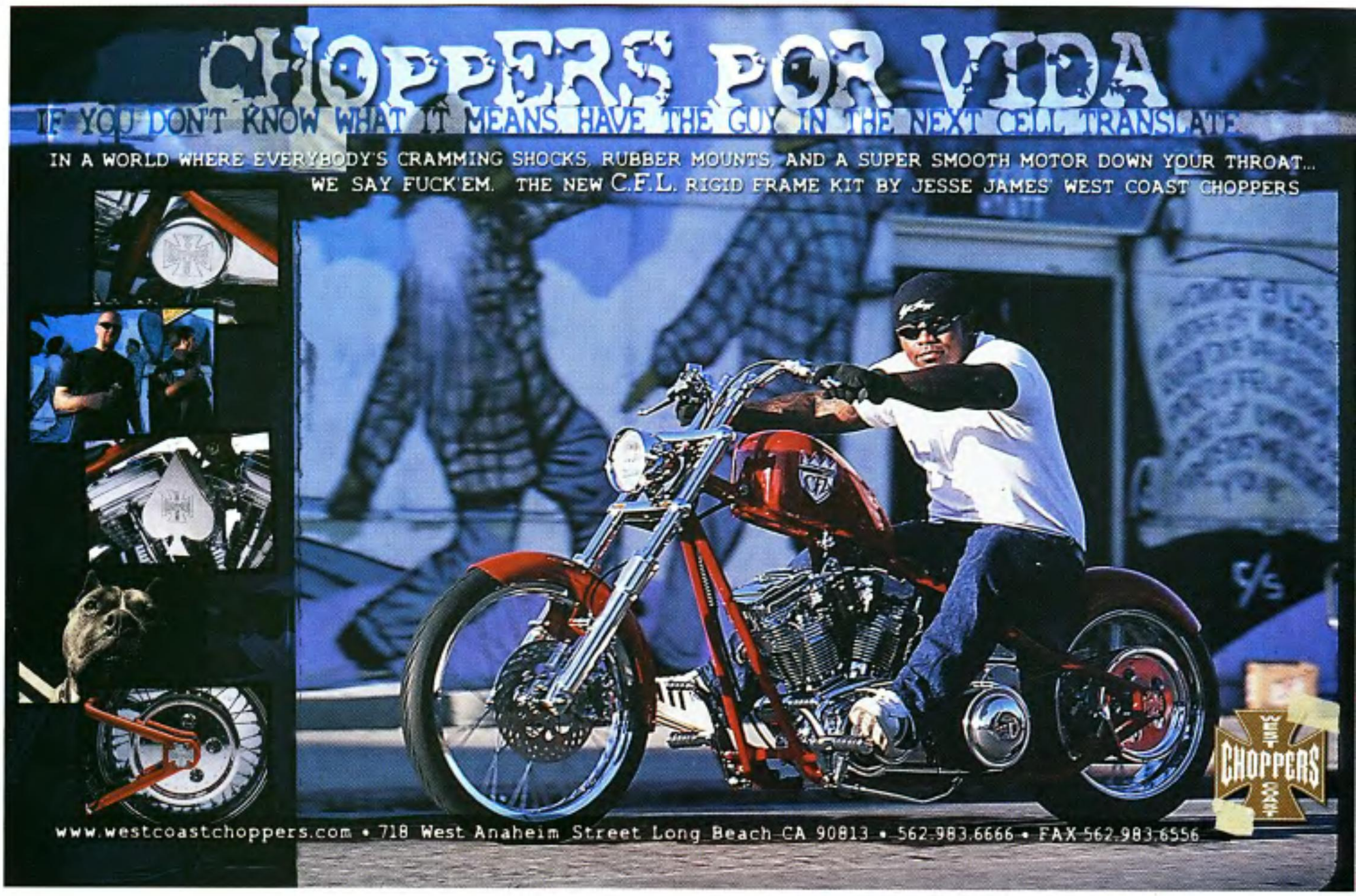
—Dave Nichols

AFTER

Photos: Bruce Carroll

Heritage Softail

Heritage Softail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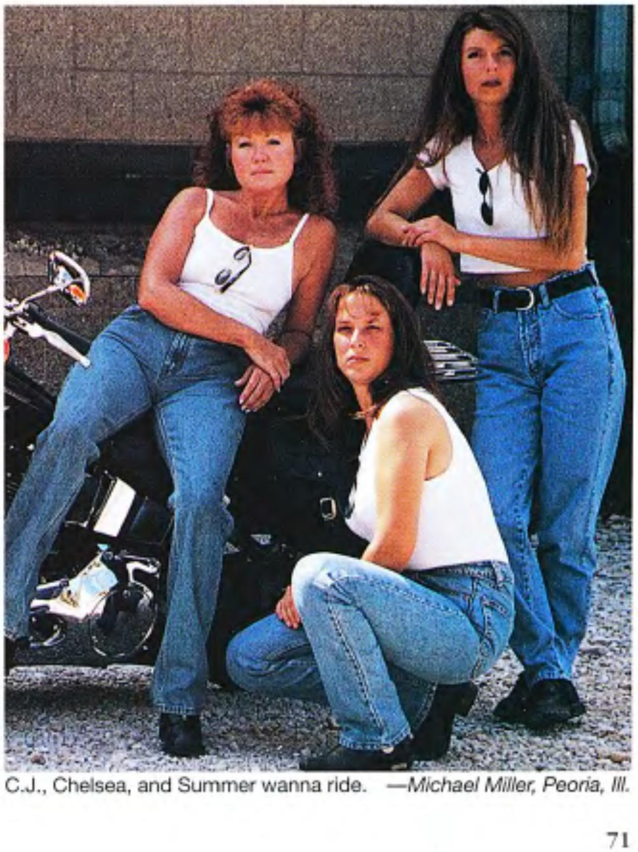
Doin' Mach 3 with their hair on fire. —*Greg Busta, Vadnais Heights, Minn.*

Extreme ta-tas at the Gulfport Blowout. —*Bingo Scott, Sidon, Miss.*



C.J., Chelsea, and Summer wanna ride. —*Michael Miller, Peoria, Ill.*

In The Wind virgins. —*Jano Bustamante, San Bruno, Calif.*

Li'l Jason, ridin' the storm out in north central Kansas, 1999. —*Kelly Hughes, Sigourney, Iowa*

—Badger Don, Madison, Wis.

Top 10 titties? —Dan Bonsteel, Woodbury, Minn.

Or perhaps you prefer these? —Richard "Easy" Rider, Dansville, N.Y.

Rhonda. —*Dennis Stitzlein, Lake Charles, La.*

Slurp. —*Steve King, Laconia '99*

Drool. —*Denis Destrempes, Laconia '99*

Ms. Boozy Creek contest. —*Shelia Brannon*

Ridin' 'n' smilin'. —*Don Brayton, Laconia '99*

Bend over, doll. —*Dan Bonsteel, Sturgis '99*

Illinois "Just Friends" riders outside Oatman, Ariz., during Laughlin River Run '99. —*Janet, Athens, Ill.*

Jill jammin' her Sporty. —*John Morgan, Silverton, Colo.*

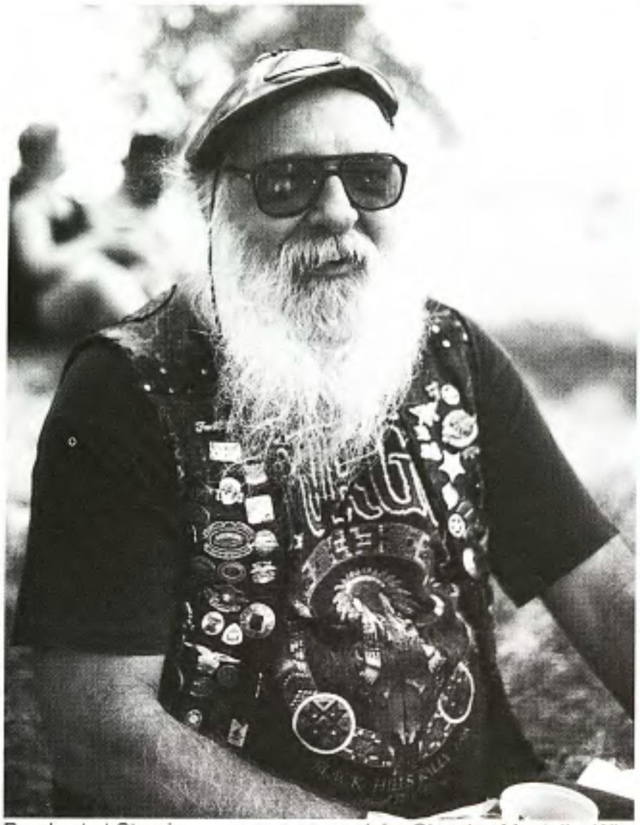
Bridey on Uncle's Springer. —*Stephen Jackman, Passaconaway, N.H.*

Little Sturgis is weird, man. —*Jim Dant, Sturgis, Ky.*

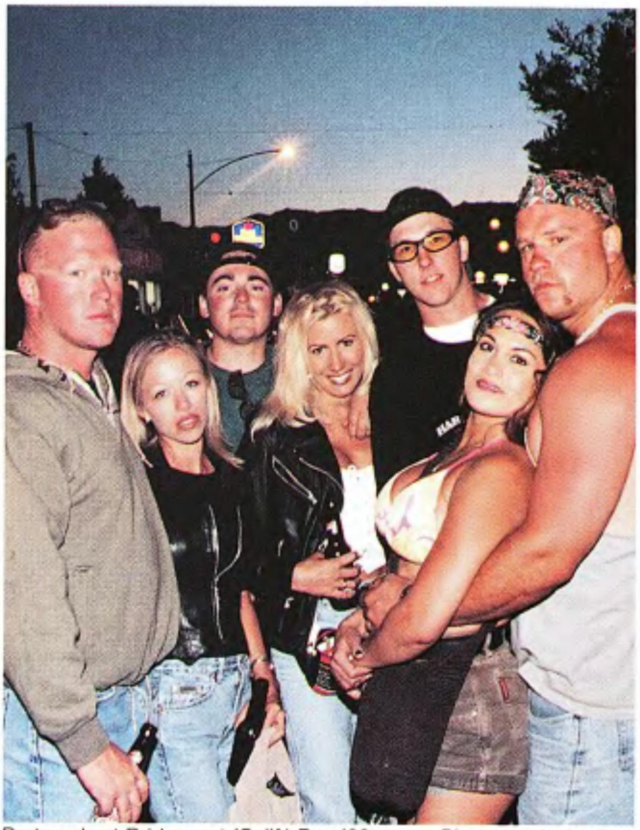
Flatland flyin'. —*Chrome and Steel Photography, Omaha, Neb.*

Vicki, Harold, and a dog named? —*Michael Pesapane, Laconia '99*

Run up the flag. —*Sherry and Butch Hollands, Lockport, Ill.*



Road vet at Sturgis. —*John Giencke, Montello, Wis.*



Party pals at Bridgeport (Calif.) Run '99. —*Photography by Don*

Nitro Harley racer Bucky Varrone gets fired up at Bandimere Speedway, Morrison, Colo. —*Patrick Glenn*

Each month, the best pictures our readers send us are printed here. We can use only good, in-focus, black-and-white or color prints (any size) and color slides (35mm, 2-1/4, 6 x 7, or 4 x 5). Whether it's the exhilaration of a dude and his chick flyin' down the road, the let-it-all-hang-out exuberance of a biker bash, or a hot babe showin' her stuff—these photos typify the fun, excitement, and freedom of biking. (Oh, yeah—we now pay $100 for every full-page color photo, $50 for half-page color photos, $40 for color photos printed smaller than half-page and $30 for each black-and-white picture printed.) Please label all the photographs you send to us with your name and address. Also, if you want your photos returned, please include a self-addressed, stamped envelope (SASE). So, mail your photos to: *Easyriders* In The Wind, P.O. Box 3000, Agoura Hills, CA 91376-3000.

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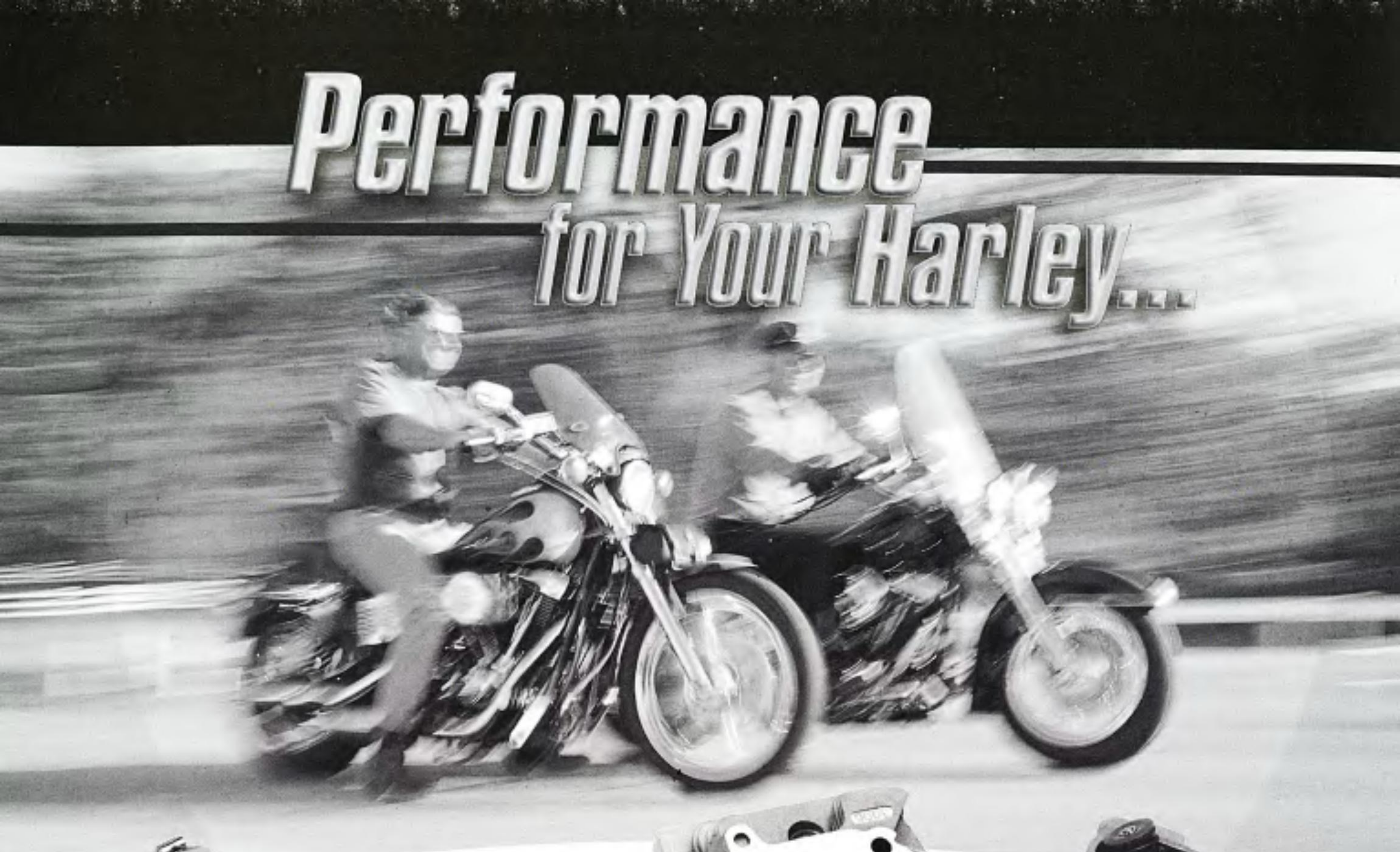

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Randy Simpson Builds a Chillin' Chopper

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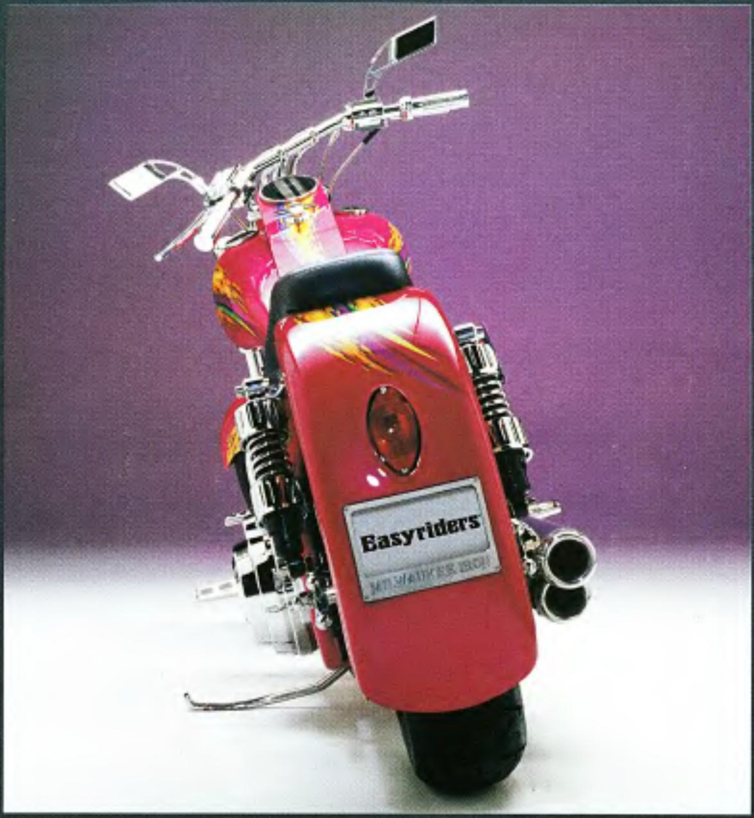
This bike's owner, J.R. Riley, owns Hammerhead's, the finest watering hole on Virginia Beach and home for 20,000 bikers during last year's Hammerhead's Bike Classic charity event. J.R. is too busy to do all of his own resto work, so while out looking for some new fenders for his old putt, the sharks began to circle. J.R. was bitten and soon discovered that you gotta pull it all apart before you can truly

put it together. You gotta use steel to achieve the solid, integrated fit and aerodynamic flowing lines that we're all drooling over on these pages.

Just think, all this started when J.R. went out for some bitchin' fenders! Randy enlisted Gary and Jerry, his dynamic duo, to help begin the many hours of hand hammering the fenders. A frenched-in frame and LED catseye taillight were incorporated into the design of the rear fender, which melds it all into one strutless unit to eliminate fender rails for the smoothest look possible. Next, side covers were fitted and formed out of (yup!) steel on a mounting bracket without visible fasteners. Milwaukee Iron was the first to have internal fork locks and add-on stretched tank extensions, so naturally J.R.'s bike had to have those goodies too. Because they sweat the details, everything looks as good on the underside as it does on the outside, and that's part of what makes a ride like this possible.



J.R. went apeshit with the paint. Andy Anderson sprayed it, and after he was finished, he changed his mind and painted it all over again to create a work of art that flows like the tide. Gotta go with the flow, baby! The incredible sinew of the Hammerhead's 96-inch mill and shark-like shiny form is crowned with a Danny Gray seat, and, frankly, we get all swimmy-headed just looking at her.

Well, you won't see Randy chasing choppers down the street these days, and J.R. has got the catch of the day with this miraculous mutha ... yet another reason to ride out to Virginia Beach and get a bite or grab a cool one. Maybe J.R. will ride up on the Hammerhead with all of the local rugrats in tow from down the street. Kinda makes ya feel young again.

—Cheese Man

Owner: ............................J.R. Riley
City: .... Virginia Beach, Virginia

General
Fabrication: ....Milwaukee Iron
Year/make: ....1989 H-D
Model: ....FXR
Assembly: ....Milwaukee Iron
Chroming: ....Brown's

Engine
Year/model: ....1989 Evo
Rebuilder: ....Milwaukee Iron
Ignition: ....Dyna
Displacement: ....96 cubic inches
Lower end: ....S&S
Pistons: ....S&S
Cases: ....S&S, polished
Heads: ....S&S, polished
Carb: ....Carl's Speed Shop
Pipes: ....Bub's
Modifications: ..S&S lifters, air cleaner

Transmission
Year: 1989
Modifications: ....polished case

Paint
Molding: ....Andy Anderson
Painter: ....Andy Anderson
Color/type: ....red/House of Kolor
Special paint: ....Andy Anderson

Frame
Year/type: ....1989 FXR
Builder: ....Milwaukee Iron
Shocks: ....Works Performance
Modifications: ....30-degree rake, no fender rails

Accessories
Bars: ....Milwaukee Iron
Handlebar controls: ..................M.I.
Fenders: ....Milwaukee Iron
Headlight: ....Headwinds
Taillight: ....Milwaukee Iron

Milwaukee Iron's Randy Simpson

Speedo: ....Dakota Digital
Dash: ....Milwaukee Iron
Pegs: ....Performance Machine
Foot controls: ....Performance Machine
Gas tank: ....Milwaukee Iron
Oil tank: ....stock
Primary cover: ....Ness
Seat: ....Danny Gray
Mirrors: ....Arlen Ness
Grips: ....Arlen Ness

Forks
Type: ....Milwaukee Iron
Builder: ....Milwaukee Iron

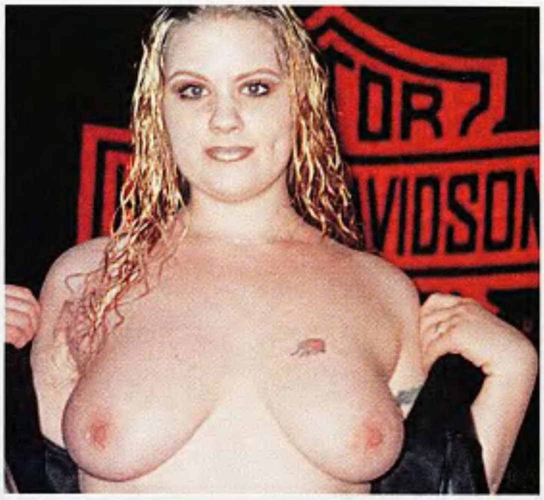
Wheels
Front
Type: ....Performance Machine billet
Size: 21-inch
Tire: ....Metzeler
Brake: ....Performance Machine

Rear
Type: ....Performance Machine billet
Size: 16-inch
Tire: ....Avon 150
Brake: ....Performance Machine
Photos: ....Bill Ellis

MILWAUKEE IRON
AMERICA

Meet September's Winner

Meet Kim, your September Fox Hunt Winner, who comes to us from Wichita, Kansas. For those of you taking notes, that's the same spot our former Ms. Easyriders, Lori Kutter, hails from. From the moment she stepped off the plane, we were stumblin' all over ourselves tryin' to make points. You'd think that after all these years of dealing with models, we wouldn't trip all over ourselves when we meet them, right? Oh ***hell*** no! Give us a gal like Kim here, a chance to hang out at the photo shoot, and ... well, you do the math. This gorgeous mother of two (makes me want to take up breast feeding!) makes a living as a server in one of Wichita's fine-dining steakhouses. That means coat and tie to us! Kim spends her free time riding on the back of her ol' man's scoot, while saving up to get her own. Check out her layout on page 98 with Allan Gaither's Big Dog/Pro Street—coincidently, also from Wichita—shot by Phil Shackly and Michael Lichter. "I'm goin' to Kansas City. Kansas City, here I come. They got some pretty little women there, and I'm gonna get me one!" Maybe Kim's got a friend! *—Oil Can*



Julie–California

#201

"I never knew how cool Harleys were until I rode on my dad's '98 Heritage. Now I gotta have one!"

Lee–Florida

#202

"My first ride was with my brother on his '77 Sporty. We rode for hours on country back roads. It was awesome."

Shani—Oregon

#203

Poppy—Ohio

#204

"On my first ride, I couldn't believe the power and force of the bike between my thighs."

"I was with my dad on his '76 Sportster. I knew I was hooked after that first ride."

Alicia—North Carolina

#205

Kim—Maryland

#206

"My first ride made me very excited. It was an incredible sensation, and it left me feeling like I didn't have a care in the world."

"The wind racing past, the moonlight guiding us, my arms wrapped tightly around a leather-clad man ... "

FoxHunt

Ladies, make $500 by being selected the winner and modeling for an *Easyriders* feature! Men, help pick the winner by mailing in your vote. It's up to you to decide which luscious lass gets to share her wares with all of bikerdom in an *Easyriders* feature. So grab a pen and a postcard and vote!

OK, bros, here's a chance to share your favorite hardbelly with all of bikerdom on the pages of *Easyriders!* We're hunting for the best-looking, real-live, bike-lovin' babes to show their stuff.

It works this way—if your entry is selected as the monthly winner, you get $150 for sending in the photo; the cutie gets $350 for modeling at our studio or choice of location. (Girls, send in your own photo and grab the whole $500!) We'll even throw in round-trip airfare and deluxe accommodations at a hotel Spider doesn't know about (or isn't allowed into) and maybe—just maybe—even a ride on one of our Hogs.

The contestants are selected by our lecherous staff, and the winner is determined by your votes, based on how many votes are received in the mail during the voting period.

Final judging will be based partially on the contestants' reasons—in writing—for wanting to pose for *Easyriders.*

Applicants must be 18 years of age or older to be considered. The following documents are required of each Fox Hunt entrant:

1. Entry photos must be topless. No Polaroids!
2. The release form on this page signed and a photocopy of model's driver's license.
3. A photograph of the model holding the signed release form and her driver's license.

Ladies, one last favor. In your own sweet, legible handwriting, please fill out the entry form and answer the question at the bottom of the page.

Photos must be color prints, or color slides—no negatives and no Polaroids. Sorry, absolutely no photos can be returned without a self-addressed stamped envelope (SASE); all published entries become the property of Easyriders, Inc.

Readers, exercise your God-given right as a biker and reader of this rag and vote. Simply write the name and number of the lady you like best on a postcard—or on the back of a sealed envelope—and mail it to #320 *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.

For this issue you can begin sending in your votes January 1, 2000. The voting deadline for this month's crop of cuties is January 31, 2000. We'll print the winner in the June 2000 issue.

Here she is, bros, the October 1999 winner in our monthly Fox Hunt, Tyler, #1003, from Lincoln, Nebraska. See more of her next issue.

320

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Model's Name ______
Address ______
City ______ State ______ Zip ______
Daytime Phone (   ) ______ Evening Phone (   ) ______
I am ____ years of age, born ______
I will pose Fully Nude ______
Model's Signature ______

Photographer's Name ______
Address ______
City ______ State ______ Zip ______
Daytime Phone (   ) ______ Evening Phone (   ) ______
Photographer's Signature ______

Don't forget to vote! These girls are depending on you!

Send a photocopy of your picture I.D.that shows your signature and photo.

In the space below, or on a separate page, tell the staff about your first ride on a Harley.

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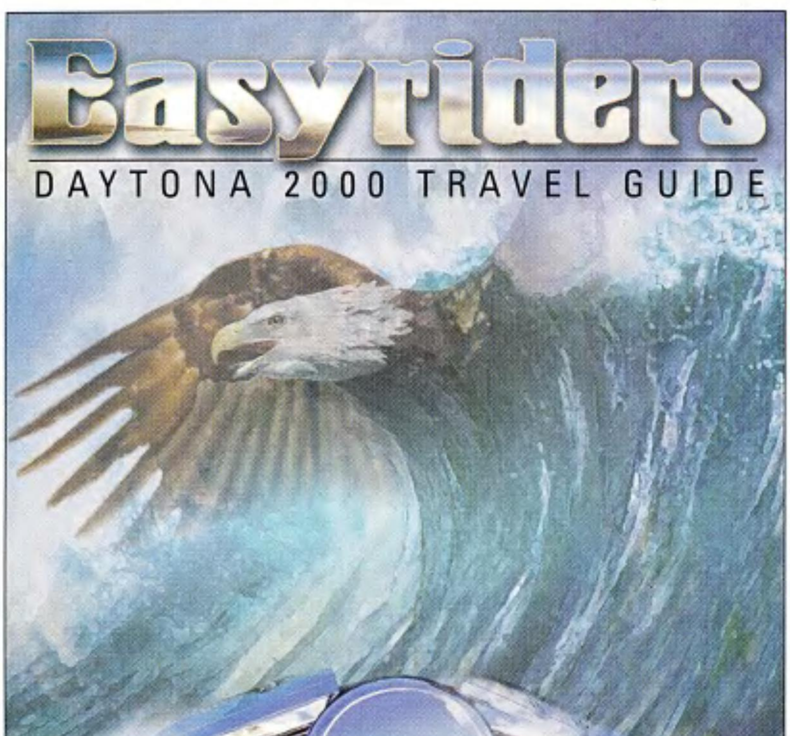

Don't Miss the March 2000 issue of Easyriders and this FREE Daytona Survival Guide.

From Daytona to the Florida Keys dare to discover a world of biker thrills, parties, and fun you've never known as only Easyriders can bring it to you. The OTHER Daytona is a 32-page Survival Guide to all the fun of Bike Week PLUS all the never-before-revealed events that stretch from Orlando to the Keys and all points in between.

Guide includes:

- A complete two-wheel trip calendar
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- All the inside scoop on this year's Run in the Sun!

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fox

A CAROLINA FOX SEARCH

PURE GOLD'S GOLDRUSH II

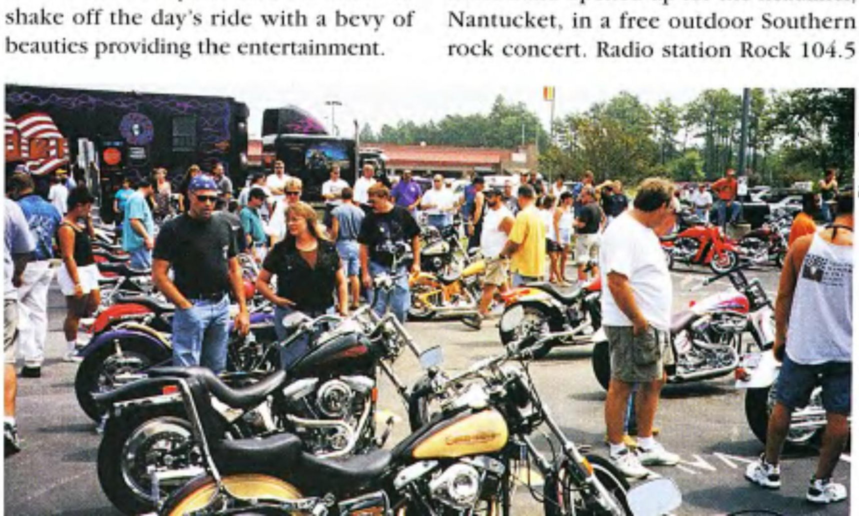
Over a hundred years ago, thousands of horseback riders made the journey west with pans in hand for the Great Gold Rush. At the end of the 20th century it only makes sense that thousands would make the journey back east on modern day iron horses for the Gold Rush II. Pure Gold is what riders found at the end of this ride to Wilmington, North Carolina.

Every year on the third weekend of August, a week after the Sturgis Rally is over in South Dakota, a new tradition is being formed on the East Coast. Pure Gold of Wilmington, voted Best 1999 Adult Night Club Chain in the USA by *Exotic Dancer Magazine*, hosted its Second Annual Gold Rush Event and Charity Bike Show to benefit Duke's Children's Miracle Network. Jerry Reid Jr. and the rest of his staff and associates were quite impressed with the thousands of riders who had gathered for the show.

The Easyriders big rig pulled in straight from Sturgis on Friday, along with *Easyriders'* Scott "Oil Can" McCool and Mickey "Blow Me" Halper, as did Fraz, Kel-Del, and the rest of the *Crossroads Magazine* Mid Atlantic crew. On Friday night the pre-party swung into action and everyone had a chance to shake off the day's ride with a bevy of beauties providing the entertainment.

At noon on Saturday the stage was set and the Pure Gold Supreme Team Dancers, choreographed by Sheila Schmidt, took to the stage, led by feature dancer Austin Dane. This routine definitely got the crowd warmed up. Talent Coordinator Lydia Parks assembled a lusty lineup of leggy ladies for the Crossroads Model Search and *Easyriders* Fox Hunt preliminaries, and Oil Can got the crowed fired up and ready to vote for their favorites. People's choice narrowed the selection down to the titillating top ten.

Darryl Russell and the Tobacco Trailer Blues Band opened up for the headliner, Nantucket, in a free outdoor Southern rock concert. Radio station Rock 104.5



Photos: Contos

FM broadcast live spots all day, which could be heard from Myrtle Beach, South Carolina, all the way up to Raleigh, North Carolina. The Bike Show attracted top entries from up and down the East Coast and offered spectators plenty of eye candy to gaze upon.

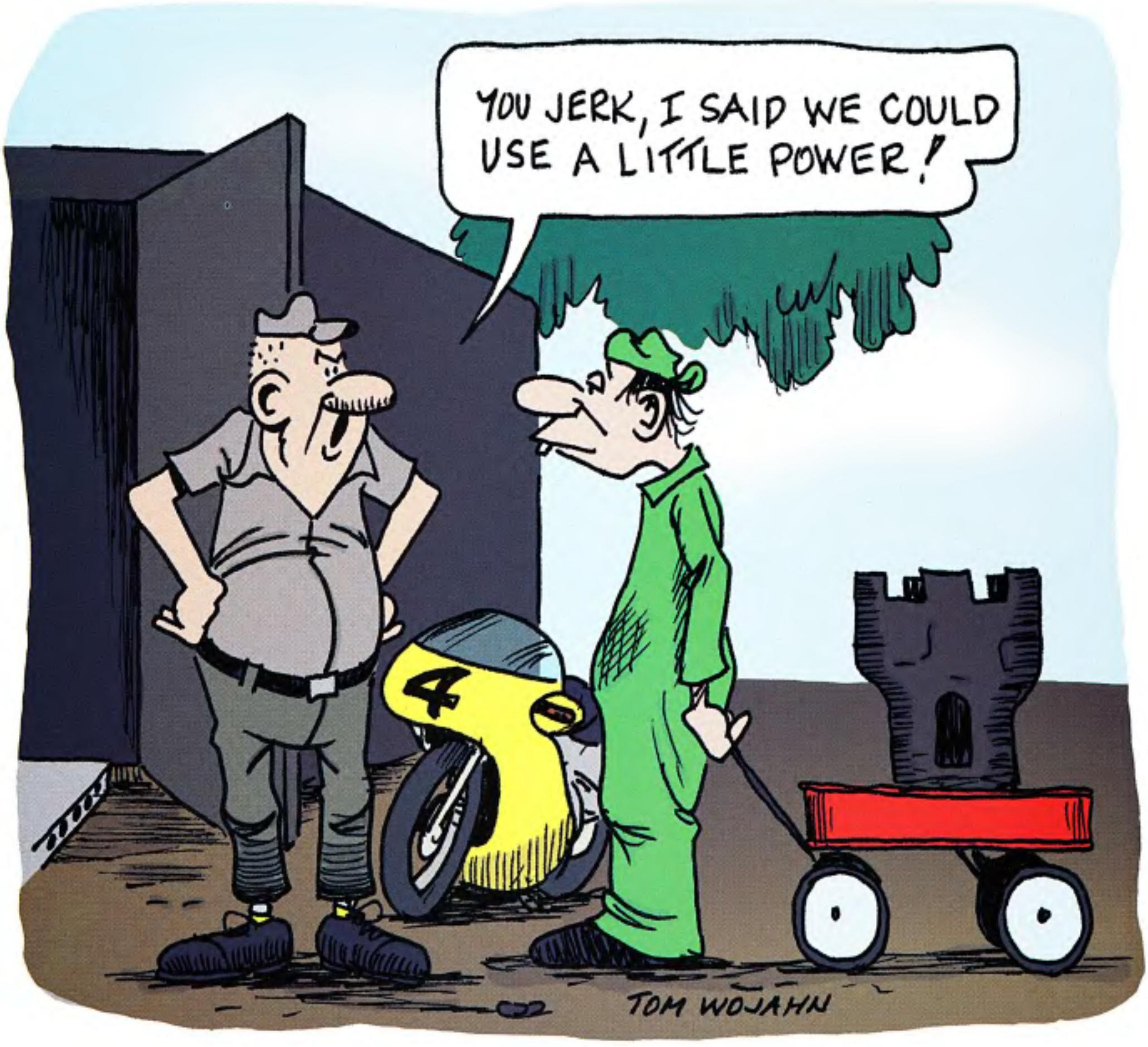
The Carolina sun prevailed over the weatherman's forecast for dismal skies. The only heat more intense than the sun and the bikes was the show going on inside the club. Inside, the Pure Gold dancers kept the air-conditioned crowd hotter than Carolina BBQ sauce.

After the sun had set the heat was turned up a notch for Saturday night. Oil Can took to the main stage to host the finals of the Crossroads Model Search and *Easyriders* Fox Hunt. Ten hopeful finalists danced the night away until there were only three. You know we love our jobs!

On Sunday morning, riders who could awaken themselves (and those who never went to sleep) gathered for the Gold Rush Freedom Ride. Jerry Reid Jr. led the pack out of the driveway, but a back-firing motor caused him to bail out before we ever hit the highway leading downtown. He caught up to us just before the turn at Monkey Junction, which lead to the final destination at a local park. It seems Jerry was so busy with the weekend's festivities that he forgot to check his gas supply.

In the end, a few lucky recipients hit paydirt at this year's Gold Rush. More than $4,000 in cash and prizes was given away between the bike show and model search, and $6,200 was raised for Duke's Children's Miracle Network. That makes this years Gold Rush quite a prosperous proposition for any prospector of good fortune. The Gold Rush II grew so much over its first year that Jerry tells us construction plans are under way to expand the club and accommodate even more riders for next year's yabo fest.

—Contos, down at the Crossroads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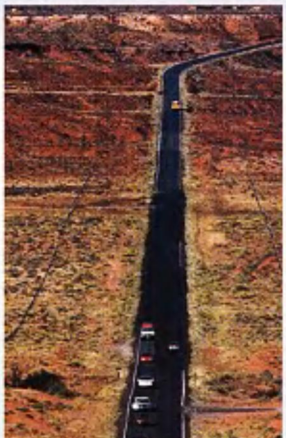

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Back In The Saddle: Sex Tips For The Perplexed

If you're young and in love there is no day of the year as special as Valentine's Day. Courting couples can't get enough of the flowers and romance and all the other crap the day stands for.

But for others, especially those who have been married since disco was king, Valentine's Day is just another reminder that your sex life has gone to hell.

I've always believed that sexual problems are mostly the result of boredom. Once you've seen the same woman naked a few thousand times it becomes about as interesting as watching lint form in your navel. This can lead a man or woman to think about straying, which is too bad because most couples could be saved if they'd just work on keeping things interesting. You have to be willing to try new and exciting activities if you want to rekindle your love life.

With this in mind I came up with a bag of tricks you can dig into if you want to spice things up this Valentine's Day. Keep in mind that I don't guarantee results or accept responsibility for injury, disfigurement, or arrest. Have fun.

accessorize

Although you probably divert your eyes from such places, there are stores out there that sell toys and other products of a very adult nature. **You can buy crap right over the counter that the most sex-crazed mental patient couldn't think up on his best days.** These places are full of edible stuff you normally wouldn't, plastic anatomy parts that would make a hooker blush, and some stuff that, quite honestly, looks like it would be more at home in a tool box than on a nightstand.

Be warned, if you take your wife or ol' lady to such a place it can be damn near impossible to drag them out. Women get all glassy-eyed and start to exhibit parts of their personality you may have never seen before. It can be quite a shock when that sweet little house mouse you walked in with starts talking to the sales clerk about torque and girth and chaffing. And when you do get them home they may not be the same woman you once knew. It's hard to get them interested in regular sex after they've seen the perfect man hanging on the wall in a shrink-wrapped package. (Batteries not included.)

go public

One of the single, greatest experiences that a man can have is being flashed in a public place. It's best if it's by a very sexy total stranger, but since that rarely happens, your ol' lady will have to do.

Exhibitionism is basically convincing your significant other to show you her tits at times not normally associated with showing your tits. This can be a tad difficult at first, so you might have to get her drunk, but it's a small price to pay for a public showing of hooter.

The only danger lies in exposing oneself in the wrong situation. Some people, real weirdos, take offense to such things and may even try to have you arrested. It's one thing to doff your top in a bar, but a whole other thing to do it at the Christmas parade, so do be careful.

make it hurt

S&M, if you've never tried it, involves dressing up in leather and doing perverse things to people just for the hell of it—**things like whipping them, dripping candle wax on them and, if you're a real sicko, making them listen to rap music.** And these are people you aren't even mad at! All this causes pain which, for some, heightens sexual desire.

You can try it if you want, but, personally, I don't go in for this type of activity. First, I don't like pain enough to go looking for it. I'm having a macho day if I can pluck a nose hair without bursting into tears. Second, the leather is a problem. Like most bikers, I find that as soon as I dress up in leather I forget all about sex and just want to go for a ride.

tie one on

Bondage kind of goes hand in hand with S&M, but it has some variations worth investigating. If you do it right, bondage can be great fun. Try this:

Go to the hardware store and get yourself a nice length of rope. **Buy good stuff, nothing that breaks too easy or that could be chewed through.** Then convince your ol' lady to let you fasten her to the bed. Once this is done get on the phone, call up a bunch of your bros and go out on the town and party till the sun comes up. Like I said, great fun.

mix and match

If you've grown a bit tired of the lady in your life and you've got a bro in the same situation, ya might want to try an exchange program. Swapping is a great way to change the scenery without leaving the house.

And if you do want to leave the house there are even swing clubs you can go to if that sounds like your cup of tea. Swing clubs are wild places full of naked women, loud music, and men on the prowl. Sort of like your average scooter rally, only the booze is a lot more expensive.

But swapping is not for everyone. **Some people, both men and women, get seriously freaked watching their mate banging belt buckles with a third party.** It's not unlike the feeling you get when you let somebody take your scooter for a ride. OK, maybe it's not that scary, but it can still be pretty weird.

break out the flowers

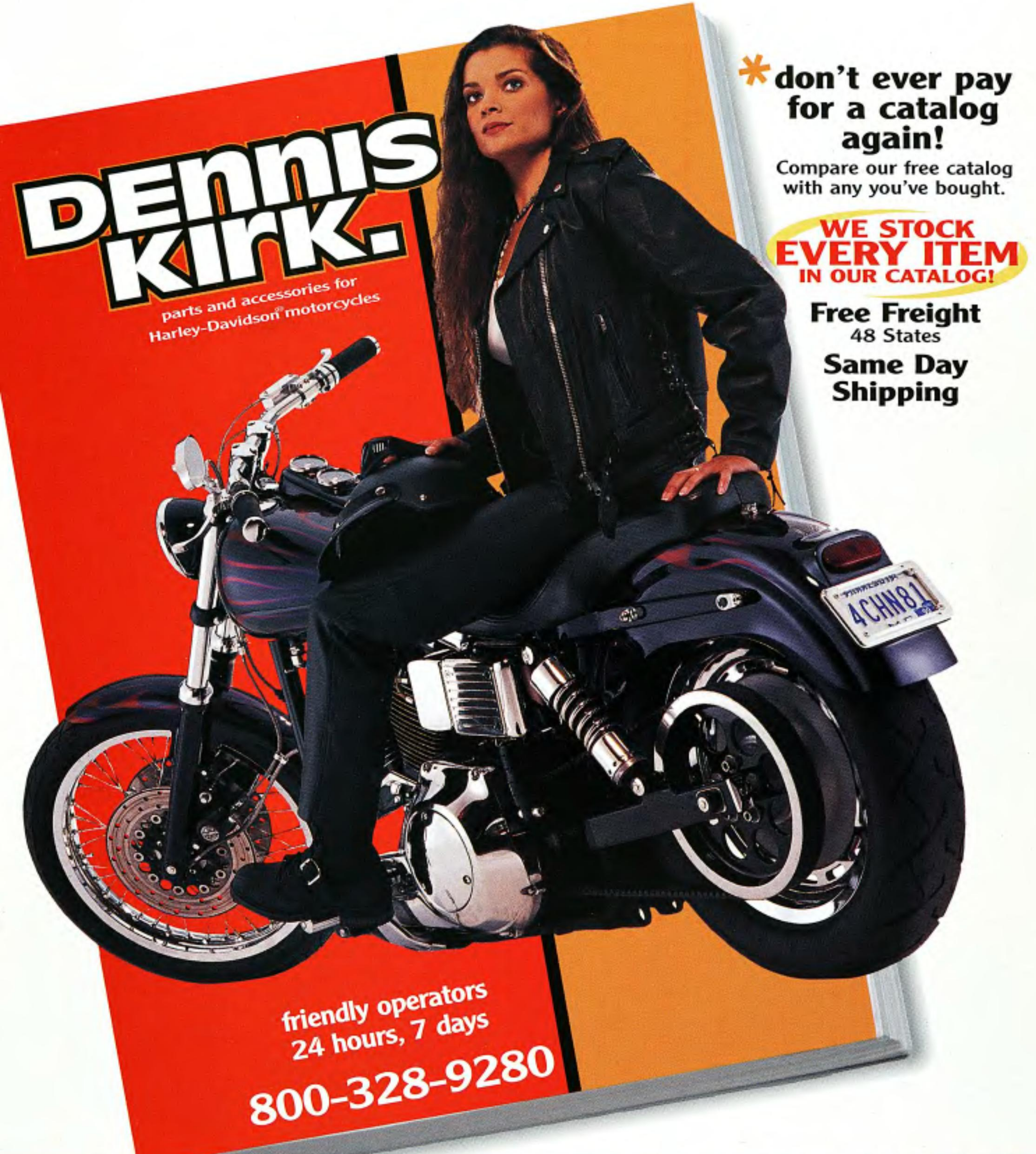
If all else fails to light the fire, you can always try romance. I know it sounds desperate, but don't run away yet. It just might work.

For most men being romantic feels about as natural as a rectal exam. True, romance does absolutely nothing for a man, but women do appreciate the effort. It gets them in the mood for more interesting and obscene activities, and every man knows that just getting a woman in the mood is half the battle.

So you buy some flowers, bring home some candy, light a candle, and, maybe, if you're trying to be really impressive, you take a shower. With soap! You have a conversation and pretend to listen. She shares her feelings and you ponder why you don't seem to have any. **You do all this crap for an hour or two and next thing you know she's all over you like rats in a restaurant pantry.** I know, it seems harsh, but what the hell. Valentine's Day only comes once a year and you probably needed the shower anyway.

After all this, if you still haven't kick-started your love life, maybe you should consider doing something else with your free time. Hey, not everybody is cut out for sexual activity. Maybe you should get yourself a hobby or a pet. Yeah, that's it. Get yourself a cat. They're kind of cute and stupid and once you get 'em fixed they're easy enough to get along with. They also don't care about flowers and you don't have to tie them up when you want to go out with your bros. And with cats you never have to lie about your sex life. You'll be telling the truth when you brag to your buddies that you spent the whole weekend licking the kitty.

—Greg White



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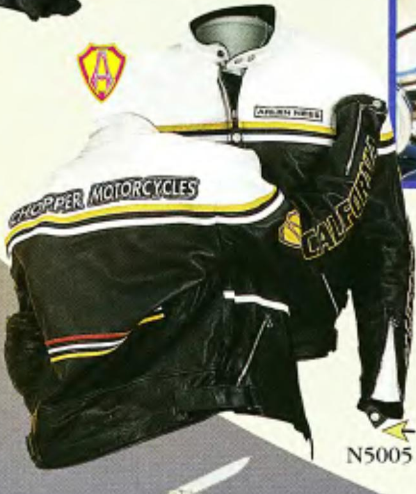

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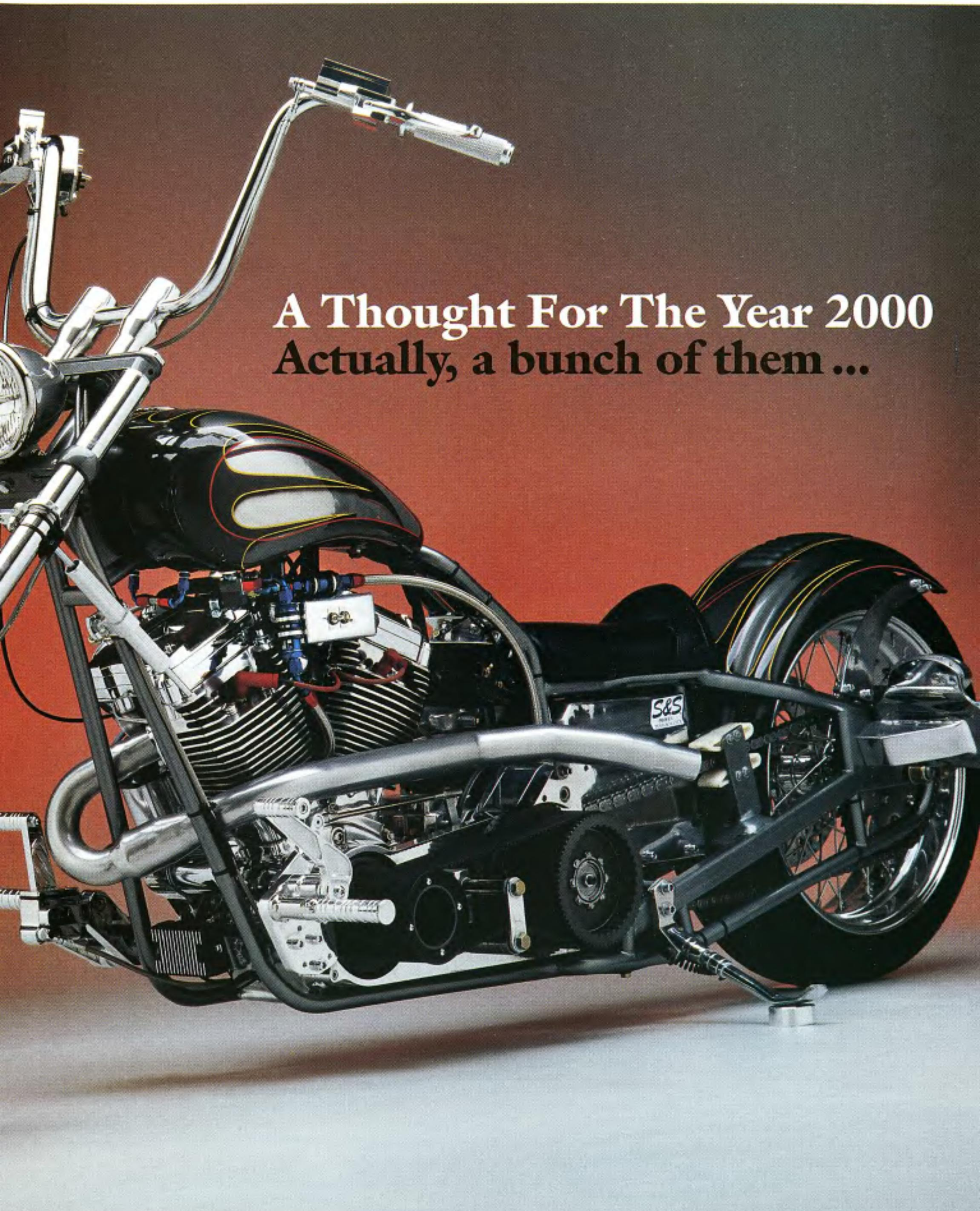
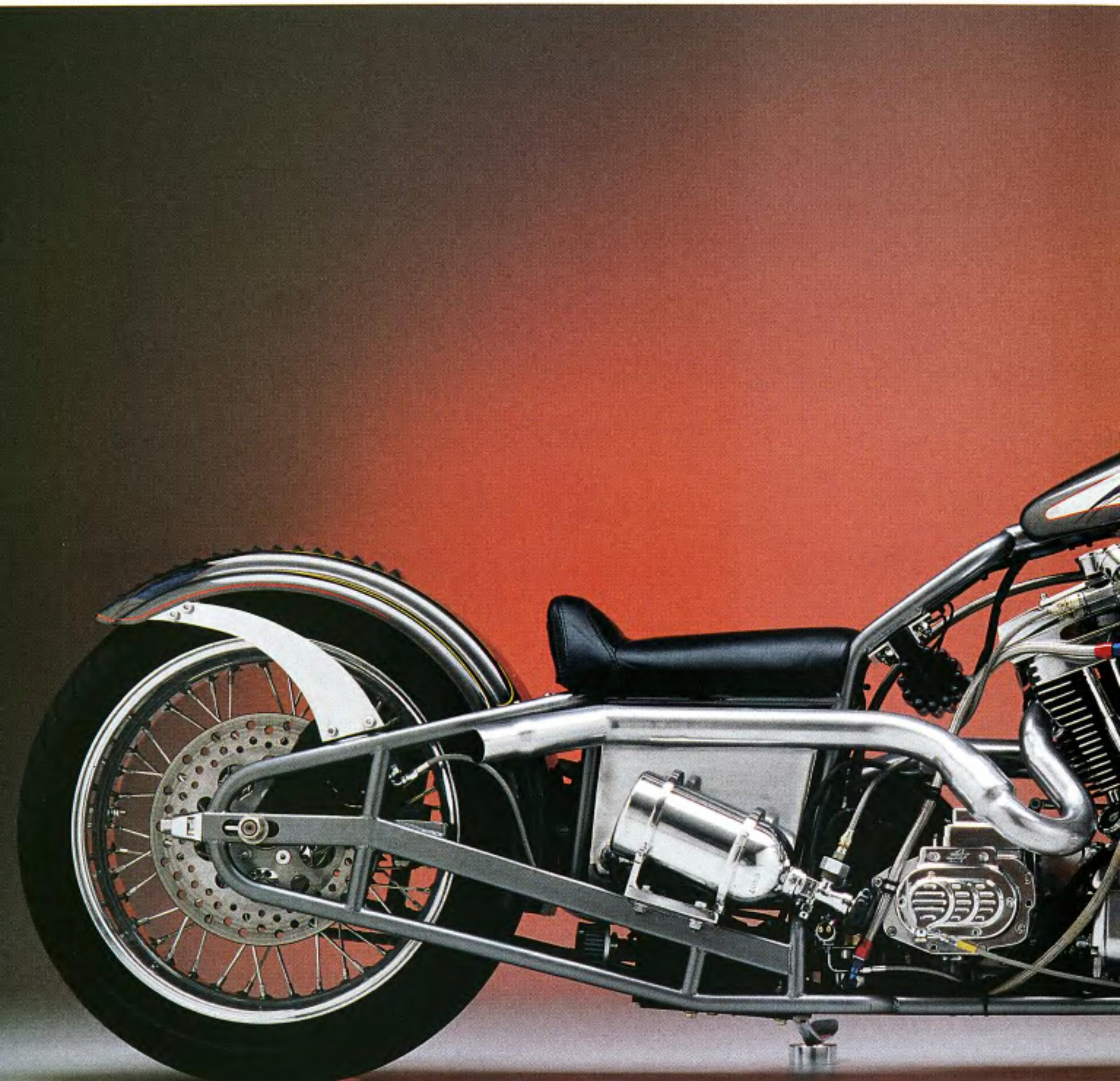
Dear Reader,

The following bike feature is what happens when an intelligent writer stays up way too long and drinks too much caffeine. It's also what happens when you lose all the contact information for a bike feature. Since you are probably reading this almost exactly as the clock strikes midnight and the fabled year 2000 is ushered in, Captain Trash has a few rank thoughts that have absolutely NOTHING to do with this motorcycle. *—The Management*

A Thought For The Year 2000
Actually, a bunch of them ...





In a perfect world, Morticia Addams would win mother of the year, and J.R. "Bob" Dobbs would win father of the year. Loud children in bank lines would be ball-gagged and hog-tied. Loud parents in bank lines would be strip-searched for any signs of intelligence (e.g., Post-It notes reminding them to take their Prozac). All meter cops would have their home phone numbers posted in gay chat rooms.

The price of stamps would inversely reflect the current performance capabilities of the (800) number (nonunion, by the way) operators you are now directed to. Banks would be 100 percent accessible by telephone instead of being remoted to Mon-fuckin'-golia. Sheep cloning would be encouraged, and human cloning of anyone who can make sense of their income tax forms would be mandatory.

Helmet laws and the precedents they are setting would be obliterated. Tech sheets would be sent to us completely filled in, and contact phone numbers would be current after three years (which, in this feature's case, is not the case). Call blocking would be a way of life, at no charge, and anti-call blocking devices would cease to work. The price of chroming any and all components would be reduced by 50 percent. Uninsured motorists would be strapped to a chair and forced to watch footage of pile-ups in the fog-filled San Joaquin Valley.

Apehanger height restrictions would be abolished henceforth and forever. All aftermarket parts would actually fit all the parts they claim to fit. Billet barges

would be affixed with stickers proclaiming, "I'm yuppie Marge, the billet barge." T-shirts with the words "Bumper Hitch" and a big yellow down arrow, would be available at all bike runs, for free. Chinese food would keep you filled up past 30 minutes.

Sanitation engineers would get to wear conductor's caps. Junkyards would henceforth and forever be referred to as "Pre-Owned Component Warehouses." Goat cheese would replace mistletoe in much of Northern California. Rat bikes

Owner: ....Allan Gaither
City: ....Wichita, Kansas

General
Fabrication:..........................Big Al
Year/make: ....1996 Special Construction Big Dog
Model:.............Pro Street Chopper
Assembly: ....Big Al & Deano
Chroming:...Wherever it came from

Engine
Year/model:...........................1996
Rebuilder: ....Big Al
Ignition:............................... Karata
Displacement:........96 cubic inches
Lower end: ..Truett & Osborne/S&S
Pistons: ....S&S
Cases: ....S&S
Heads: ......Edelbrock, worked over
Carb: ....S&S Super D dual thunderjets
Pipes: ....Big Al specials

Transmission
Year: 1994
Modifications:.........RevTech gears, ART hydraulic clutch

Paint
Painter: ....Big Al
Color: ....platinum gray
Special paint: ....powercoat

Frame
Builder: ....Vern Williams, Kansas
Modifications: ....powdercoated

Accessories
Bars: ....Baby Boy apes
Handlebar controls: ....Big Dog
Fenders:..................front no rivets; rear by Big Al, lowered by Dave Stucky
Headlight: ....powdercoated
Taillight: ....Ness, Big Al, RB
Pegs: ....UMI
Foot controls: ....UMI
Gas tank:........................aluminum
Oil tank: ....Big Al, RB, Avva of Clarke's Radiator
Seat:.......................Big Al/US Auto Interiors, Wichita
Mirrors: ....My girlfriend wears good lipstick
Grips:......................................ART

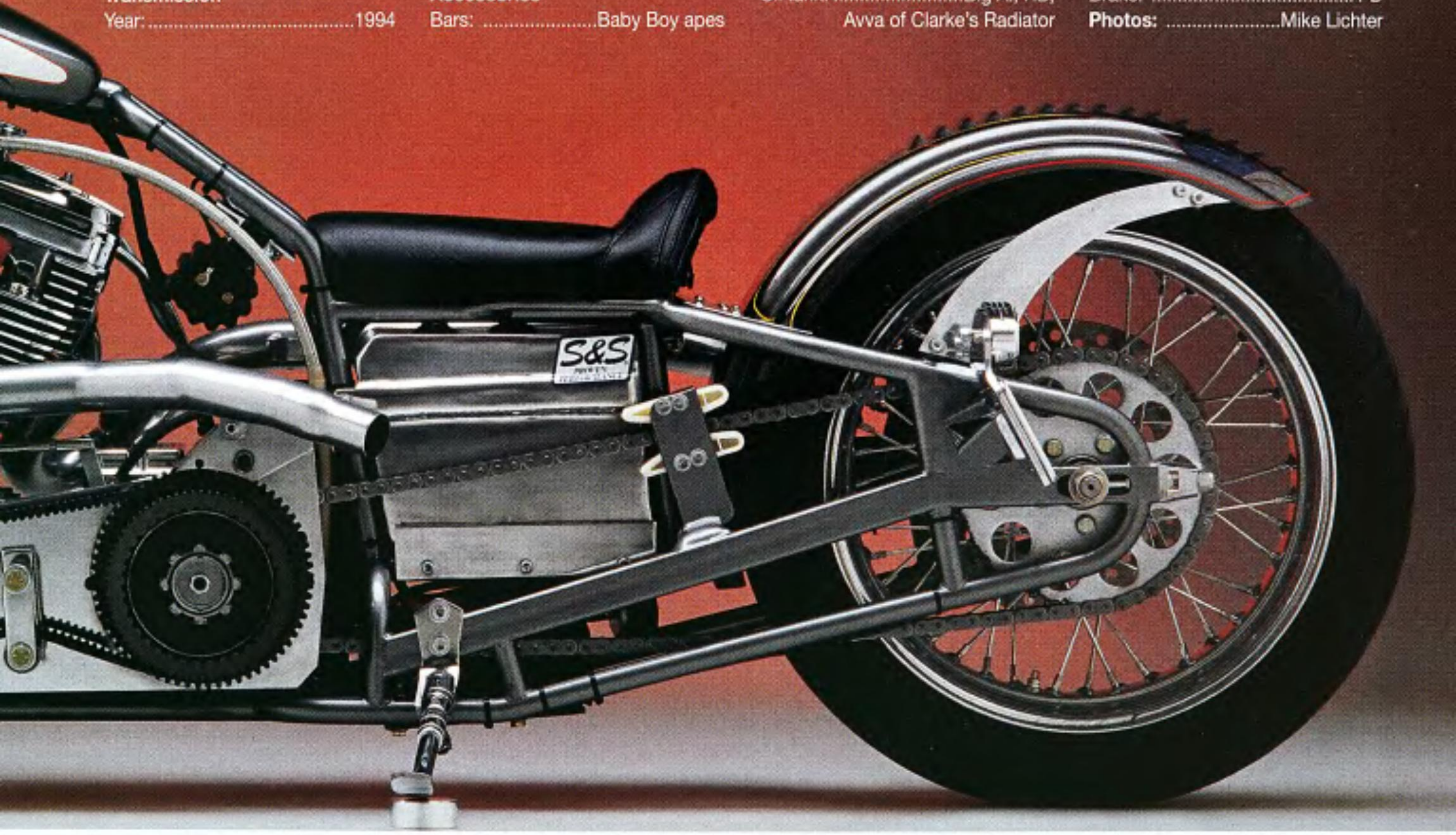
Forks
Type: ....wide glide
Builder: ....H-D
Special features:...............polished

Wheels

Front
Type: ....Bought it from Joey Robinson, OKC
Size: 21-inch
Tire: ....Metzeler
Brake: ....H-D

Rear
Type: ....Performance Machine
Size: 18-inch
Tire: ....Metzeler
Brake: ....H-D

Photos: ....Mike Lichter



would magically take the place of all mini-vans to confuse soccer moms.

Ex-wives would appear on milk cartons. Lost children would be issued wrist-implant compasses at birth. Deadbeat dads would be shown on big screen nationally televised sporting events during half-time, and the statute of limitations on them being sued by their kids would extend indefinitely. Jesus nuts would never come loose on a helicopter's main rotor blades.

The hooks on stuffed animal catchers would actually work. Floral shops would be open 24 hours a day, 365 days a year. There would be no need for floral shops to be open 24 hours, 365 days a year, because those on the receiving end would mean what they say and say what the hell they mean in the first place. Cops would ignore loud pipes. Any bike stereo heard over the bike's pipes would be ripped out and destroyed on site.

Cats would give a shit. Dogs would fetch beer. Fish would burp when given the appropriate hand signals to amuse your easily amused friends. Your bros would stay in the wind forever, and your ol' lady would never forget to signal. Income taxes would be reduced by 60 percent for all bikers, and at 11:59 p.m. on December 31, 1999, you'd be so fuckin' lucky as to kick the tires and light the fires on a bike identical to Allan Gaither's '96 Special Construction Big Dog Special.

And the road would never end ...

—Captain Trash

"Now I've seen it all ... a frickin' biker-mime!"

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MUSCLEBIKE

Swindell

5 WOMACK 5
22 SWINDELL 22
9 WILLIAMS 9
33 BELL
MONOGLIDE

"Yo, Zeke, don't be a friggin' pussy! Get yourself a Steed!" Those subtle words of encouragement were gently spoken to Arizona Diamondbacks baseball pitcher Greg Swindell by power slugger and former MVP Ken Caminiti, as soon as Greg told him about the new Harley he had purchased. You see, Swindell, Zeke to friends, family, and those who think they are his friends, had just gotten a new Harley, but had seen Ken's layout on his custom-built Surgical Steed motorcycle in the June '97 issue of *VQ* (#14), and wanted to see the bike for himself and find out what Caminiti thought of it. So Zeke—you figure out which class I fall under—flew out to San Diego, California, where Caminiti was playing for the Padres, and got more than an earful about Surgical Steeds, American Motorcycles, Inc.

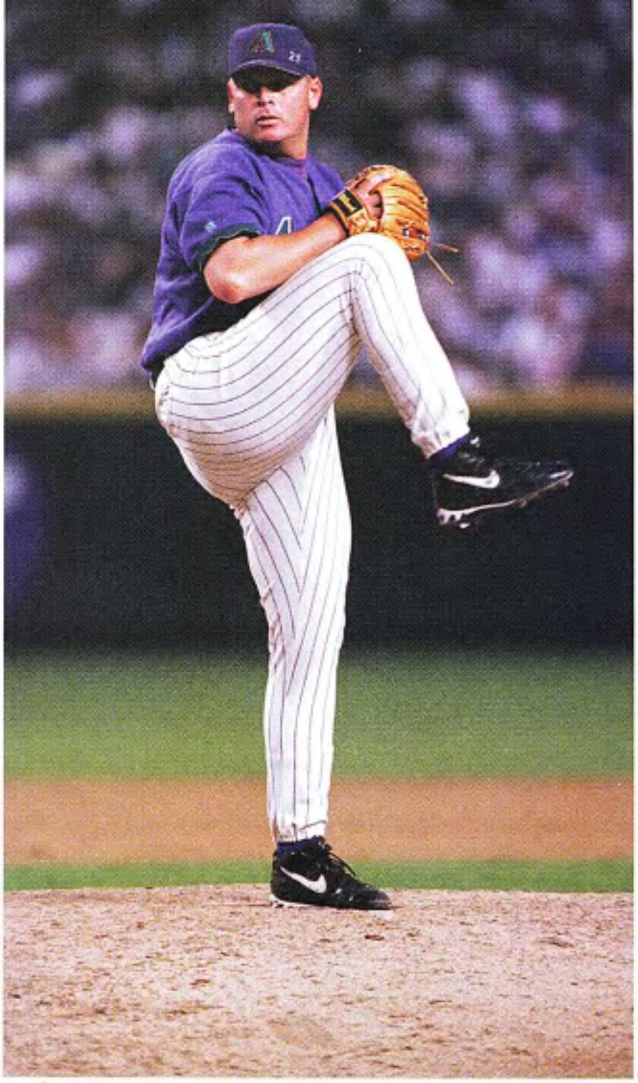
Arizona Diamondbacks hardball pitcher Greg Swindell on Steed's Clydesdale-N Musclebike

When asked why he was so interested in a "nonHarley," Greg said, "After riding a slightly customized Harley for a few years, I wanted more power, but didn't want to mess with the engine. Sometimes screwing with the engine really dicks it up and then it's one thing after another, ya know?" Believe me, I know better than most, but back to Zeke and his bike. After talking with Caminiti, by then an ex-Padre, current Houston Astro, Zeke went back to Phoenix and sat down with John "Hammer Fist" Covington, owner of Surgical Steeds, to design a bike that fit him.

"I got together with John and looked over every style of bike they made, and decided on Steed's Clydesdale-N Musclebike," he said. "Then I wanted to choose the parts and the paint that would go onto my ride. The guys at Steeds were very helpful. The weird part was, I chose the paint colors before I signed with the Diamondbacks!" The purple paint scheme matches the Diamondbacks uniform to a T. Was it fate? Who knows, who cares. It looks cool with the flaming fastball on the tanks and the name on the fender. A quick once-over of the bike, shows the Steed trademark of quality in building, as well as its trademarks on the primary, rotors, and front end.

Swindell began playing professionally in 1986 when he was signed by the Cleveland Indians as their first round selection (second overall) in the free agent draft, fresh out of the University of Texas. Besides setting Longhorn records like 19 wins (18 in a row), 204 strikeouts, and 172 innings in 1985, Greg was also the youngest member of the 1984 U.S. Olympic team. As is the case with many ballplayers, Greg had spent time with several teams, including the Cincinnati Reds, Houston Astros, Minnesota Twins, and the Boston Red Sox, before landing with the Diamondbacks. In his career, he's pitched three two-hit games, thrown 12 shutouts, and in a game against Cincinnati, fanned 15 batters with strikeouts.

Greg signed as a free-agent with Arizona in November 1998, and it's no wonder why the Diamondback's record improved in the second half of the season. With a starting pitcher like Randy "Big Unit" Johnson and Zeke as the backup, you could've seen that one coming. He got off to a rocky start, posting a 5.52 earned-run average (ERA) through his first 15 appearances of the year (nine earned runs in 14 innings), but would give up only nine more earned runs the remainder of the season, spanning 48 outings and 50 innings for an impressive 1.62 ERA. But



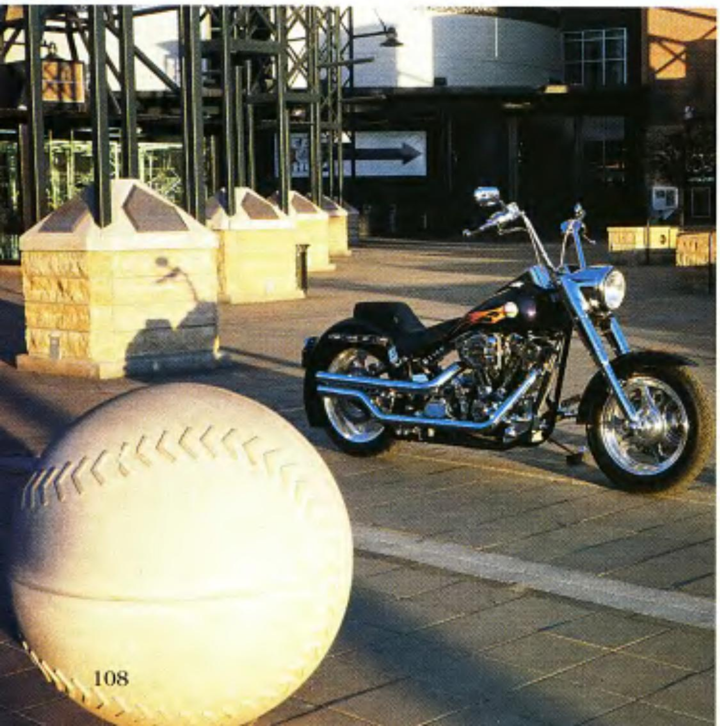
Photos: Paul Martinez and (left) courtesy of Arizona Diamondbacks

this isn't a sports mag, it's a bike mag, so let's get on with it!

It's a dumb question, but we asked it anyway. What did he like the most about riding? "It's a release. When I get on the bike, especially after having a tough day on the mound, and get up over 70 miles per hour, there's nobody out here to rag on ya, no pitches to be thrown, there's nothing. It's just you and the bike out on the open road—free." Couldn't have said it better ourself. "The great thing about this [Diamondbacks] team," he continues, "is that there are at least ten current and ex-players who ride. So either during the off-season or when we get a chance, Matt Williams, Darren Holmes, and our TV announcer, Bob Brenley (a former player), may get together with a few others and go tear up the Arizona landscape. Or if my wife, Sarah [who, by the way, was really the one who got him motivated to ride], and I want to go and cruise, we'll probably hit this place called Greasewood Flats. It's about forty miles from our place, a great ride out and back, and really good atmosphere and food." Yup, little plug there. I've hung out there and he's right.

"Playing pro ball is every kid's dream," Greg said, smiling, "and when you get to play at this level, it's better than you ever imagined. It's a great job and I wouldn't trade it for the world. Well, maybe for yours!" Yeah, well, get in line, Zeke! The D'Backs overpowered the National League West and made it to the NL Division Series, eventually losing to the N.Y. Mets 3 games to 1. That's OK, the Mets lost to Atlanta, 4-2, sending the Braves to the World Series. It shoulda been the Diamondbacks, but ... oh, yeah, sorry we're not a sports mag. Next year, Zeke! At least you got some extra time to ride that Steed!

—Oil Can



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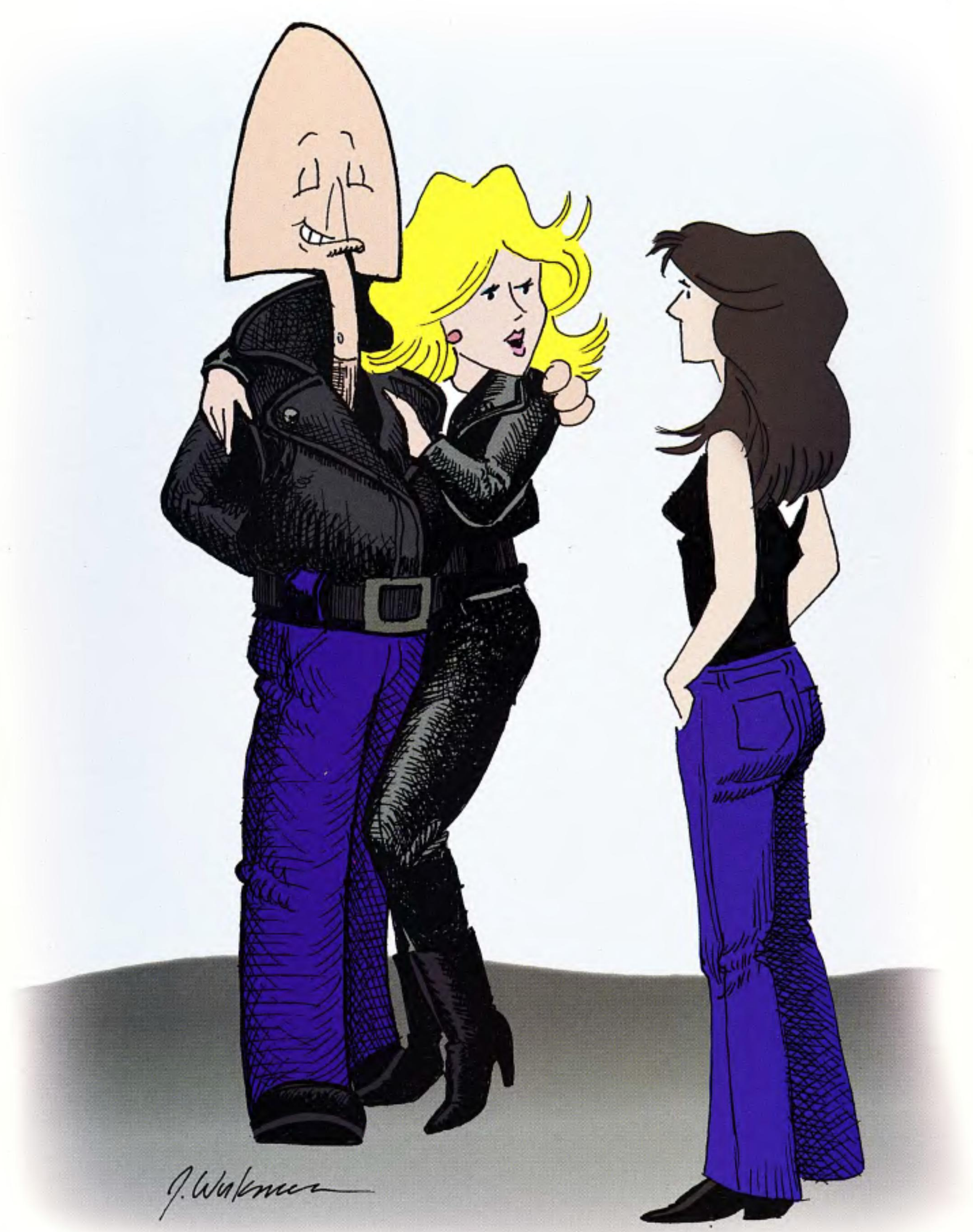


""I can't help it—I've just got this thing for shovelheads."

How Far Is

JOHN "PLUTO" HYLAND'S GREAT ADVENTURE

How far is far? Some guys think riding across state is far. Others think the coast. Still others have criss-crossed the country. Pluto, the ninth planet, takes 248 Earth years to orbit the sun. Now that's far! Following his namesake, John "Pluto" Hyland has an altogether different definition of far. And wherever he goes, he leaves his mark.

Last year the tattoo artist from Toronto, Ontario, vacated his shop, sold everything he owned, plopped his equipment, some tools, and supplies into the sidecar of his '88 Harley-Davidson FXRS, got a passport, and orbited halfway around the world.

Pluto left his home in Toronto's lake shore area and headed for the East Coast, a considerable ride in itself, then boarded a ship in New Foundland bound for England. Once there he turned south. There were places to go and people to meet: the purpose of his trip.

You see, Pluto is a true knight of the road. He helps out whom he can, where he can, and how he can. So he decided to put some miles on the old horse to raise awareness for his kids. Through World Vision, Pluto adopted three needy children—one in South America, one in Asia, and one in Africa—and his goal is to meet each one. No doubt he'll make it one day, and at his pace, it'll be soon.

"When you want to do something, you keep working away on it and explore every avenue till you get what you set out for," said Pluto, explaining why he would set out on this journey knowing the hardships he would face on the road. Hardships didn't bother him, though. He knew it would be the adventure of a lifetime, and he had a reason to do it.

So he headed south through Ireland, France, and Spain. Knowing he had to conserve his travel money, made by selling a rigid-framed 93-cubic-inch Shovelhead, he camped out and stayed in hostels, practicing his art for gas money. But Europe only goes so far, and he had to board another boat in Gibraltar to make it to Morocco and the north coast of Africa. "I left Toronto a glorified tourist. When I arrived in Morocco I was a full-fledged traveler."

Entering into Africa is like entering a different world. Though the people are somewhat influenced by Western culture, they still rely on almost ancient ways of doing things. Yes, in major cities and even small towns they have phones and cars and bikes, but in some places, Pluto was a standout, to say the least. "A lot of people were in total shock," he said, regarding reactions to his "unusual" appearance, not to mention his Harley. Mouths dropped open as he rumbled through villages of mud huts, where people were still living the way their ancestors did hundreds of years ago. But he also managed to draw the attention of modern man. While sitting on the beach in Mauritania, one of those places where the desert meets the sea, his unusual appearance caught the eye of a filmmaker. Pluto was asked to appear in a music video for African pop diva Fatiga Wells. A proper film crew headed out to a small village for filming, where Pluto and other men played field workers.

Next stop: Senegal and a World Vision office, one of many, then on down the road, or beaten path, as the case may be. But it was never too long before Pluto was into something new. On more than one occasion something new almost killed him. Parts of central and South Africa are almost always in political upheaval. Warlords from rival factions form small armies and tear countries apart. It's part of life in the area, and you never know where and when you might run into soldiers.

Heading into one almost nonexistent country, the easy-going tattoo artist headed across the border with no problem and was continuing down the road when he saw a group of soldiers well off to the side. He heard shouts and whistles but kept riding. "Everywhere you go in Africa, people are whistling and yelling at you. You get used to it. I just tried to ignore it."

The soldiers weren't blocking him, and he was more worried about his ailing motorcycle. The frame was starting to crack and he worried about a collapse, so he

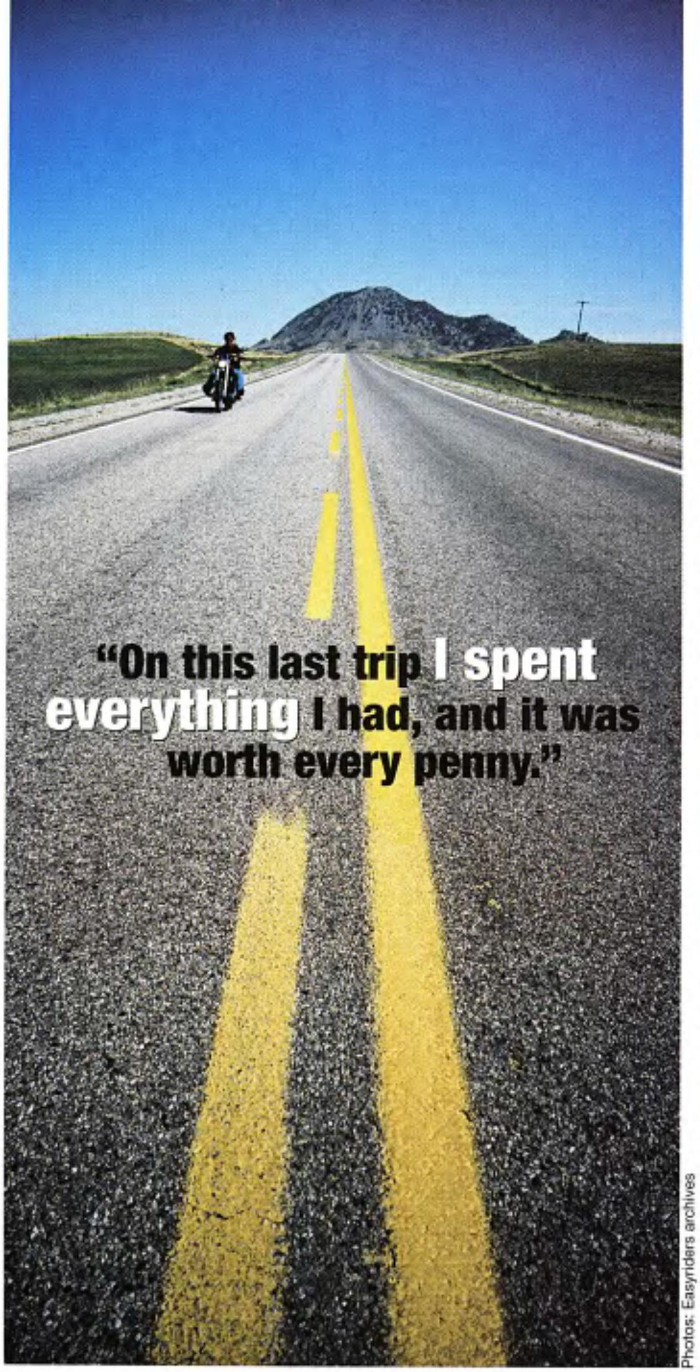
Far?

headed on, looking for a place to work on it. A soldier on a scooter, of all things, made chase. At first Pluto couldn't hear him over the roar of a real bike, but the soldier soon made his intentions known and Pluto pulled over. This guy was like no cop in North America; if you don't pull over, these guys will shoot first and ask questions later.

So he got off the failing Harley to find himself in a swarm of gun-toting soldiers and natives wondering what all the hubbub was about. Everybody was pointing and screaming in a foreign language. "I thought I was going to die," he admitted.

Luckily, road karma held out and, much to his delight, Pluto learned that the captain spoke English.

He explained to the man that he was reluctant to stop because of his bike troubles and not only did the captain tell the soldiers to cool it, but he escorted Pluto to a place he could fix the bike. The captain then gave Pluto the address of a place to visit him and stay for the night. "The majority of people you meet are really, really nice. It sort of reaffirms your faith in humanity," said Pluto recalling the captain's kindness to him. This kind of karma found him again and again. He started to follow his gut instincts and they were almost always right.



Photos: Easyriders archives

Burned out and considering going home instead of trying to cross war-torn Ghana alone, he ventured into a shipping yard. The odds of what was to happen next were about a million to one. He was standing in a lot when a couple came in on a bike with a sidecar. Amazingly enough, they, too, were traveling around the world for children. And for the same reasons as Pluto, they didn't want to go through Ghana alone.

It was obvious to the other man that this was fate telling them to head across the dangerous land together, and they did, but, of course, not without incident. How could taking a leak go wrong? Well, in this land, if it *can* go wrong, it will. Pluto and pals were taking a pit stop when he decided the moment was as good as ever to see a man about a horse. He moseyed off the path to do his business but hadn't had time to drop his fly when his friends started yelling at him.

Only a few yards to his left was the burned-out shell of a truck. It, too, had wandered off the path and paid the price, rolling over land mines. Our hero retraced his steps exactly and got back to the road. Never again did he wander in that kind of unfamiliar territory. Lesson learned. "It was a real stupid thing to do," said Pluto. "It's a whole different world over there. After I went down through West Africa and made it through alive, I really strongly believed in God—whatever that is. If bad things happen I don't let it get me down. I just keep focused on my goal and accept that it probably happened for a reason," said Pluto, enlightened from his travels.

With enough adventures under his belt to write a book, which is his eventual plan, he made it to Cape Town, in the southern tip of Africa, with his new friends. In Johannesburg he sold his venerable bike (which should be sitting in the Harley Hall of Fame because of faithful duty), took the money, and booked passage back to Canada. His 11-month trip was over. But no sooner was he looking over Lake Ontario than he started hatching a plan to get back on the road and back to the other side of the world.

Pluto opened another tattoo shop, and no sooner had the doors opened than this true knight of the road demonstrated his character once again. Pluto used the proceeds of the shop's first three days of operation, including tips, to help provide the local homeless with food, shelter, and blankets for the cold Canadian winter. "We live in a pretty prosperous society and for people to be freezing to death in this city is inexcusable," said Pluto.

While he's home, he's rebuilding another bike to sell and looking for sponsorship to go back to Africa. He's setting up Pluto's Web page at http://webhome.idirect.com/~lonecat/. He'll be updating the site with new pictures and stories of his next two-wheeled trip.

Where to now, you ask? Well, first to Russia to pick up one of their bikes, then down through Asia to India and beyond. "I've traveled a third of the world I want to go through," said Pluto. "On this last trip I spent everything I had, and it was worth every penny." Like he said before, if you want to do something you explore every avenue. That must have been a whopping lot of avenues.

—Scott Middleton

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The Model Citizen

Photo: © Donna Day/ Tony Stone Images

Unless you've been living on another planet, you've no doubt noticed that we scooter tramps tend to get a bad rap. We would blame this on society, but for the most part, we deserve it. After all, if you're a real biker, you've probably participated in certain activities that cause the regular world to look at you with distrust and a twinge of fear. We wear this as a badge of honor. This is what we do. This is what we've always done.

Lately I've been examining the way I live, as well as my credit rating, and have decided I may have a problem. People don't react to me in a comfortable way and I don't know why. I'm not a dangerous man. I wouldn't hurt anybody. Well, OK, if they were really pissing me off, maybe. I mean, if they're just begging for an attitude adjustment then it's for their own good, right?

Anyway, I've decided I need to make some changes. I don't know, maybe I'm just getting old or wimpy, but I'd like to see what it's like to live as a part of society instead of on the fringe. I want to become one of those model citizens, or if that's not possible, just a regular guy.

I have been studying all of the things regular guys do, and it seems easy enough to improve one's standing in the community. As far as I can see, there are a handful of things you need to do to become an upstanding member of society. So I figured, what the hell, I'll give it a try. Maybe I'll even become respectable someday, or at least get to the point where I can talk to a strange lady on the street without the grim knowledge that I'm just one whisker flinch away from being pepper sprayed.

Be Nice.

Regular people, it seems, spend a lot of time being nice to other regular people. This includes activities such as holding doors open for those who are quite capable of doing so themselves and saying thank you, even if the person you are saying it to was in reality no help at all.

Being polite is very important in the regular world, even when people don't deserve it. This, I think, is why the average guy on the street looks so uptight all the time. They've got a lot of pent-up aggression they never get to release by being nasty. Sure, they try to relax by sexually harassing female co-workers and playing some game called "golf," but for the most part they're still stressed out. I guess that's the price you pay. If you want to be normal, you have to be nice.

Be A Giver.

Regular people also like to give stuff away. They give money to charity, old clothes to the homeless, and junk to Goodwill so they can sell it to other regular people. Regular people seem very generous.

This is not to say that bikers don't give. I'm the first one at the titty bar stuffing dollar bills into the g-string of some deserving dancer, but regular folks don't like that direct of an approach. They prefer to drop off donations or send a check. Whatever lubes your chain, I guess.

A word of caution, though, about donating stuff. You have to be careful about what you donate and to whom. For example, let's say you want to be a sperm donor. There are certain arrangements that must be made in advance of your delivery. You can't just go dropping off a bag of your "stuff" in the Salvation Army bin at the mall. No matter how poor people are, there are some things they just don't want.

Volunteer.

If you've got nothing worth giving away, another route you can take is to donate your time. Become a volunteer.

Organizations all over the country are always looking for volunteers to handle jobs they normally can't pay people to do ... things like supervising large groups of rug rats on field trips to the local nuclear waste dump or knocking on people's doors and asking for money. A word to the wise: Never volunteer for a job that involves going door to door. A biker showing up at somebody's front door asking for cash can only lead to police involvement.

A popular place to volunteer is at your local old folks' home. These places need help feeding, entertaining, and generally improving the lives of the elderly. This is a lofty pursuit, as long as you follow some basic rules, of which I've discovered there are three. 1) Do not make any sudden movements that might startle anyone into their next life. 2) Never feed anyone steak. 3) If you take somebody out for a ride in his wheelchair, don't let your mind wander and forget to bring him back.

Help People Out.

Helping people out is different from being a volunteer. It's just a spontaneous offering of assistance to anyone who might need it. But first you have to decide what

kind of good deed you are willing or capable of doing. You might want to limit your assistance to things that aren't going to inconvenience you too much, or that may even offer a payback of some kind. The whole process is a lot easier to take if you concentrate on helping good-looking females in distress who may reward your kindness in wild and exotic ways. Let the less attractive take care of themselves.

You also want to avoid people who may be bleeding or spewing any bodily liquids. Being helpful loses its luster if you have to burn your clothes when you're done.

Doing good deeds can also be dangerous, so if you decide to put your ass on the line you'd better make sure the effort is worth the risk. I, for one, am not going to get involved in stupid crap like dragging cats out of trees. In my experience, the very best way to get a cat out of a tree is to cut down the tree.

Be A Good Neighbor.
Remember this point: Just because you are able to train your dog to crap on the neighbor's front lawn doesn't mean you should. Sure, it's funny as hell and you don't have to deal with the mess, but that doesn't make it right.

That's how it goes with neighbors. In order to live comfortably within close proximity of regular people, you can't go twisting their minds every chance you get. You have to be something called "civil."

As far as I can figure, being civil means that no matter what a pain in the ass your neighbor is, you have to tolerate him in the name of harmony. This includes things such as chatting over the fence, saying "good morning" when it's not, and putting up with his Sunday barbecue even when it smells like he's roasting old work boots.

I also understand that you're not supposed to covet his wife. It's generally considered not very neighborly and is frowned upon by the regular world. I'm not sure how this rule applies if you don't covet and instead go straight to shaking the headboard. The regular world can be quite confusing.

Improve The Community.
Upstanding people take great pride in their neighborhood and are always trying to improve it. Some communities even have days when everybody gets together to pick up trash and tidy things up. Now you wouldn't think that picking up trash could cause trouble, but you'd be wrong.

When cleaning up you have to be careful that you don't throw away stuff that's supposed to be there or belongs to someone. Just because you think crotch rockets are junk, that doesn't stop some people from getting cranky if you toss them in the dumpster. The same also applies, I found out, for tacky lawn ornaments, weeds that are actually flowers, and anything that your neighbor might consider a pet.

So there you go. All you have to do to become an upstanding, respectable member of the community is basically become a totally different person. Now that I look at what's involved, I'm not sure that I can pull it off. If I have to spend my days being nice, polite, helpful, friendly, tolerant, and tidy, well, there's not enough soap on earth to wash that foul taste out of my mouth. What's the use of being respectable to other people if you don't respect yourself?

Anyway, if you want to try being a regular guy, now you know how. Let me know if you survive the transition. As for me, I'm going riding.

—Greg White

"I thought it was going to be chickens fighting."

BikersBulletinBoard

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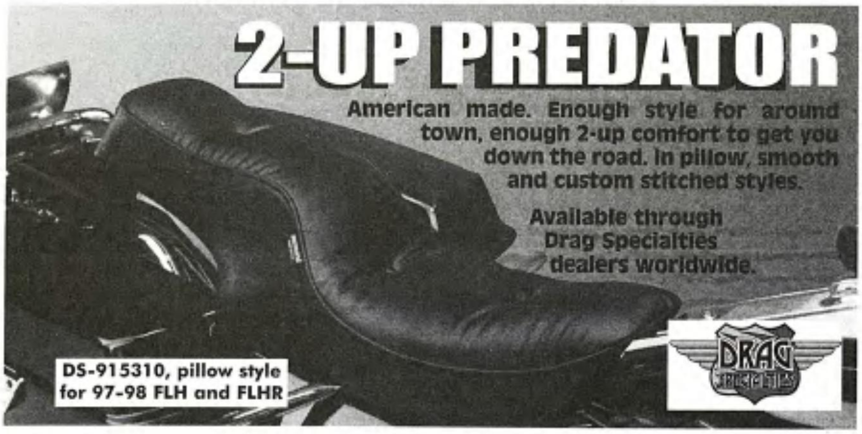
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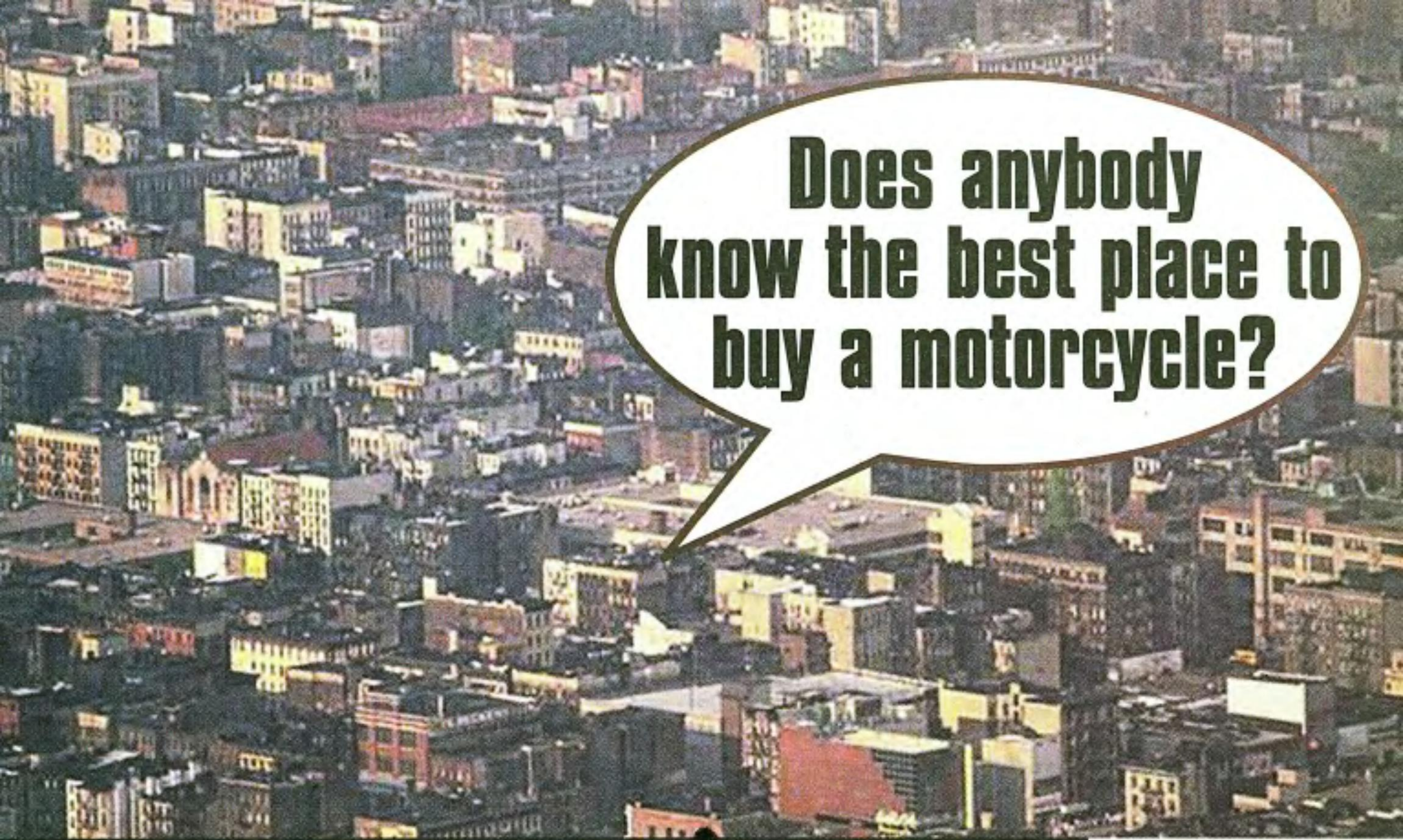

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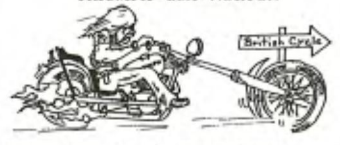

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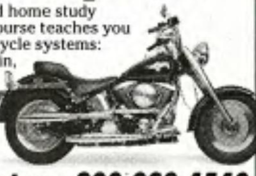

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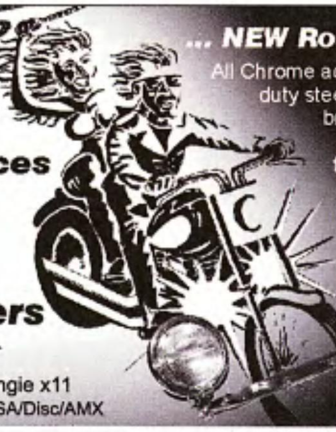

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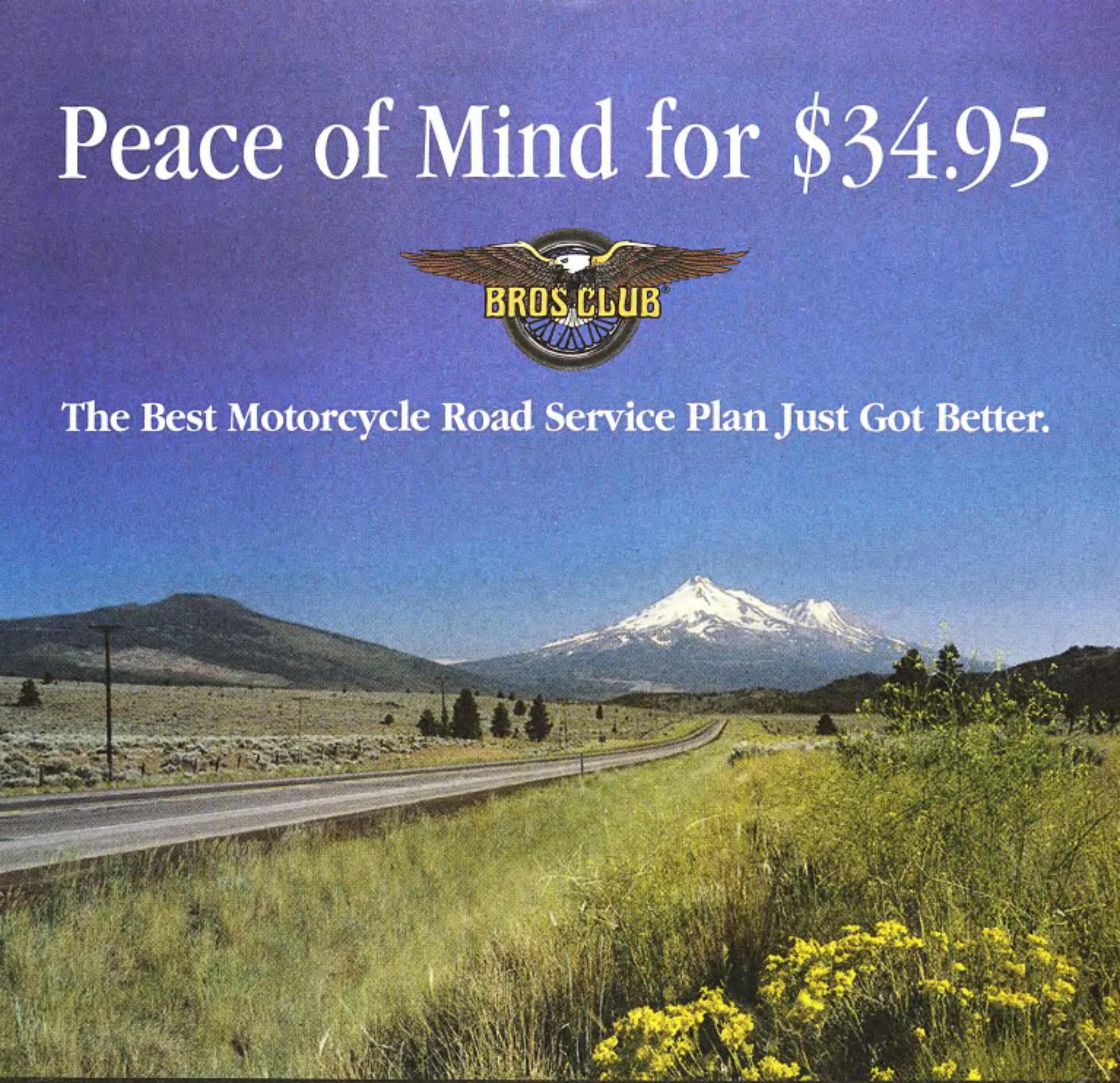

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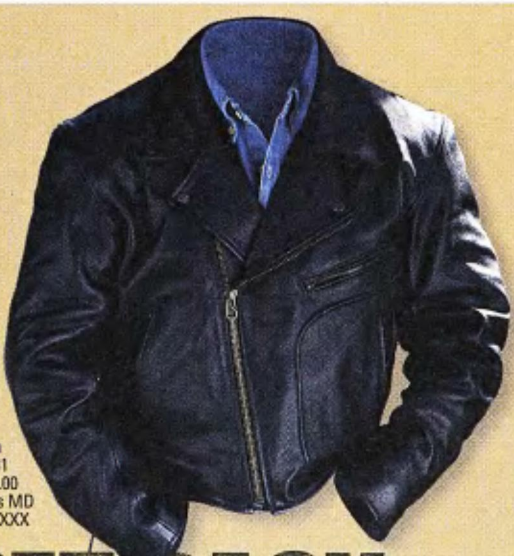

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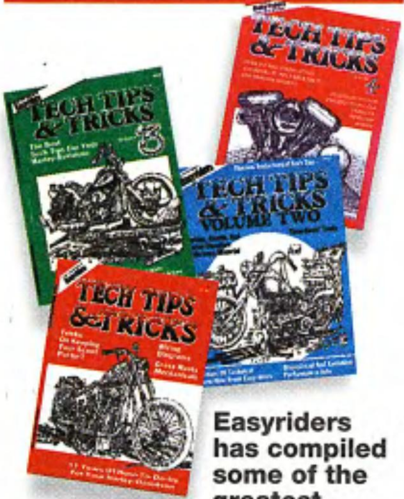

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Rip's Tips

Shifter Update

Back in *Easyriders* and *V-Twin* # 309 [March 1999] I wrote about taking the slop out of toe and heel shifter pedals by using a pushrod tube spring. This is a follow-up about that problem. Recently, I had trouble with Honey Pai, the road bike I currently use to ride around the country. The problem was that no matter how much I tightened the allen bolt that held the toe lever pedal to the shaft when I down shifted, it stayed down. That told me that either the spline on the shaft that held the shifter pedals was worn out, the spline on the lever was stripped, or they both were in poor condition.

I was on my way to a Labor Day run with the ABATE of Idaho folks when I discovered the problem, and thought of a couple of ways to repair it just to get me down the road. It wasn't anything major. I could have removed the toe shifter and mounted it backwards and made the heel shifter the toe shifter. Or, I could have stacked a bunch of nuts in place of the toe shifter and made the heel shifter the toe shifter. It was more of a nuisance than anything else, since once I got Honey Pai in high gear I didn't have to worry about it till I stopped for fuel, and it would down shift just far enough to get to the pump. It just wouldn't return where it was supposed to.

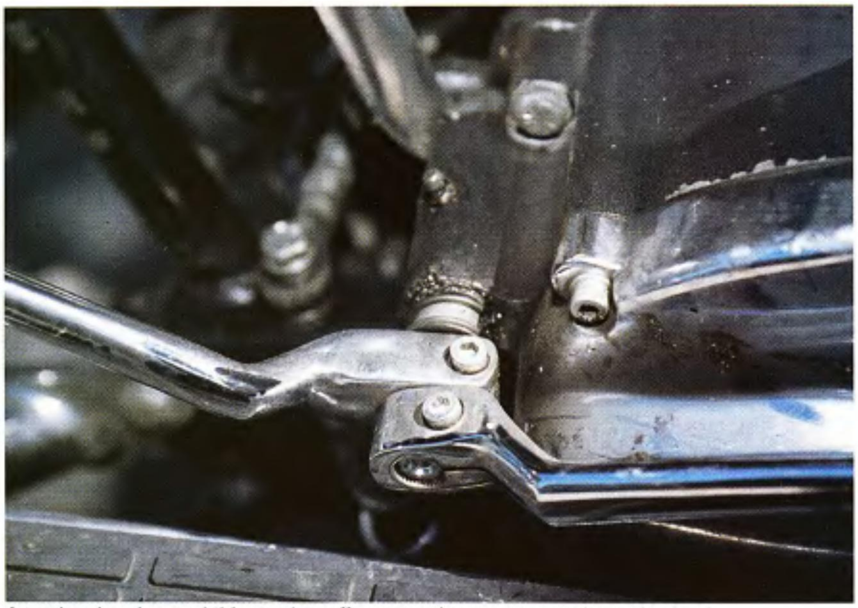
As it turns out, this story has a happy ending, because after reaching the campground I spent some time talking to Terry Shirley, an old pal whom I'd met years ago while on a trip to Glacier National Park. Being bikers, what do you suppose we talked about? He asked me how my trip was going and whether I was having any trouble with my putt. I answered that I had run into some rain but, overall, everything was peachy, except for the shifter problem that I was experiencing with Honey Pai. When she's behaving good, she's Honey Pai; when she isn't, she's Honey Pot. Those of us who have been in the Orient understand what I just said. Those of you who haven't, figure it out for yourselves.

Anyway, Terry told me that he was working at a bike shop in nearby Coeur d'Alene, called Russell's Customs. He also said that he thought they had all the parts to repair Honey Pot. I thought that he was well-meaning but perhaps mistaken. How many custom shops are gonna have parts for dressers? Besides that, the next day was Labor Day and where was he going to find someone to work on the putt? I mean, I could get the parts and do it myself, but he said that if I called him the next day he'd take care of it all. Which he did, with the help of ace mechanic Joel Tally. I was in and out the door with new parts in less than an hour and a half. Dale, another wrench who also works at Russell's, dropped by to meet me and to supply the pushrod spring and thin washer that Honey Pai is now sporting. As it turns out, the stock spacer can be left between the shift levers and primary cover; it just slips over the spacer and a thin, flat washer goes next to the toe shifter.

The other thing I want to talk about this month has to do with the clamp that goes over the hose of a set of heads that breathes from the heads instead of the right crankcase. Those worm screw-type clamps don't work as well as the Harley-Davidson crimp clamps. The reason is that they don't seal as well as the crush clamps, because they're rigid and take up too much room to operate. Ya can't make them go around corners either. They'll be OK for a while, but when you ride all day at speeds like I do, you'll find a fine film of oil on the rear rocker box. Crimp clamps crush the 3/8-inch oil line hose all the way around with equal pressure so it doesn't slip. They also look cleaner. Maybe someone should make them out of stainless steel.

That's it for this issue. If ya want to read Rip's Run pick up a copy of *Biker*, or, better yet, subscribe so it comes to your pad. If ya wanna get ahold of me via the web try rip@easyriders.com. See ya.

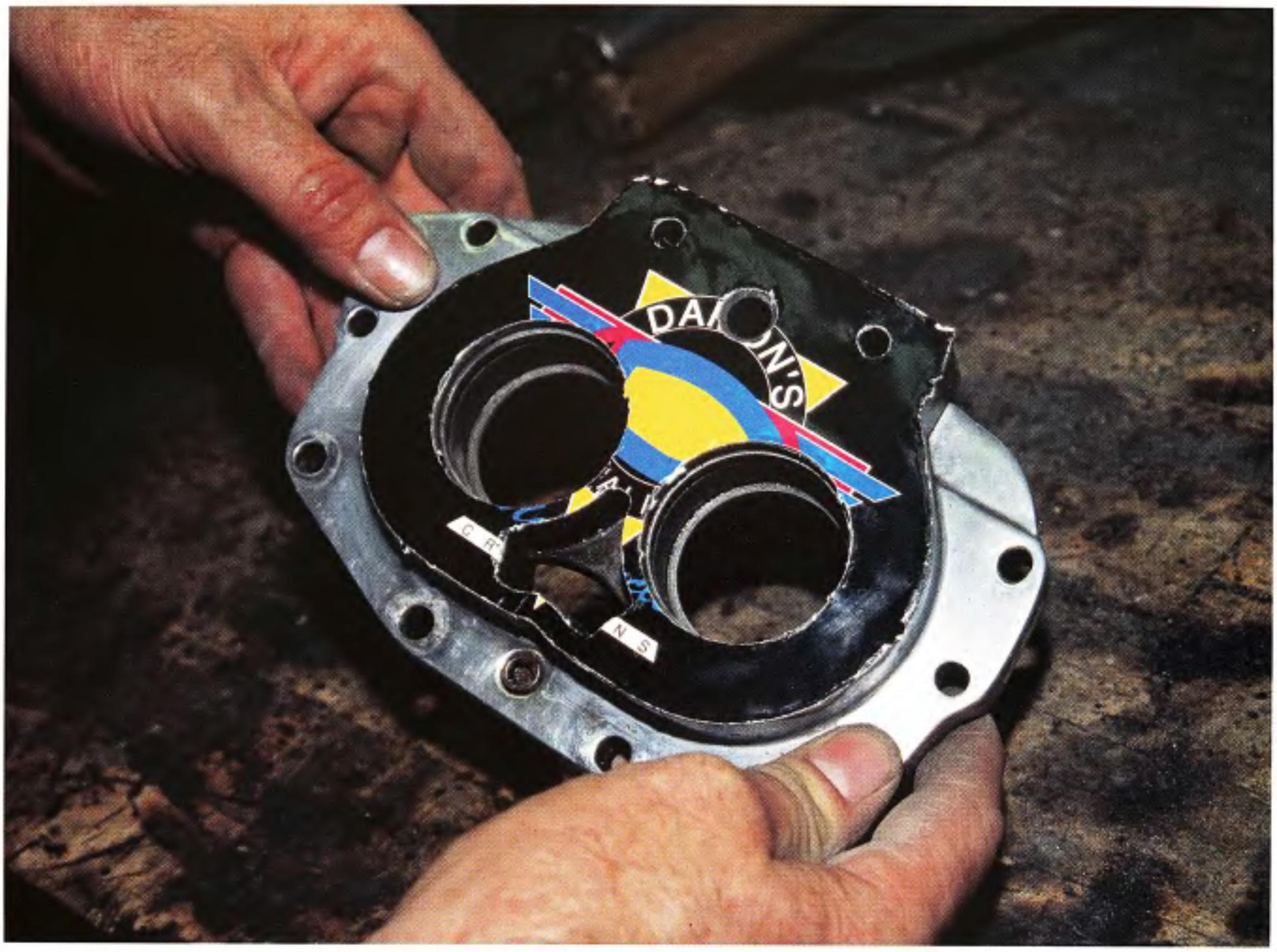
—*Rip*



A pushrod spring and thin washer offer a creative way to get down the road.

Crimp clamps crush the oil hose equally.

Photos: Rip



Emergency Gasket Repair
Roadside Gaskets to Get You Home

How many times have you had to remove a part from your motorcycle for road-side repairs, and, afterward, you didn't have a gasket to put back on? I, for one, have experienced this problem more than once.

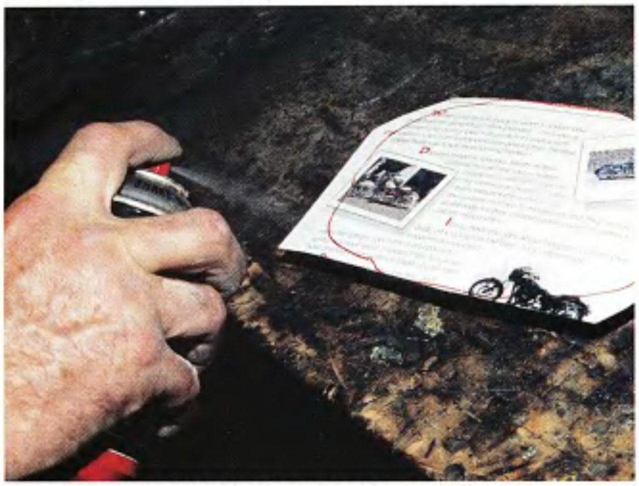
What we're going to do here is show you a little trick that can help get you home in an emergency using something as simple as the cover of your *Easyriders* magazine. Cool, huh?

To demonstrate this process we had Tom Prewitt of Damon's Motorcycle Creations show us how he's done it. The procedure is simple to follow and a wide assortment of materials can be used, depending on what you have available. Of course, this should only be used for a temporary fix until you can get home or to a shop to get the right gasket.

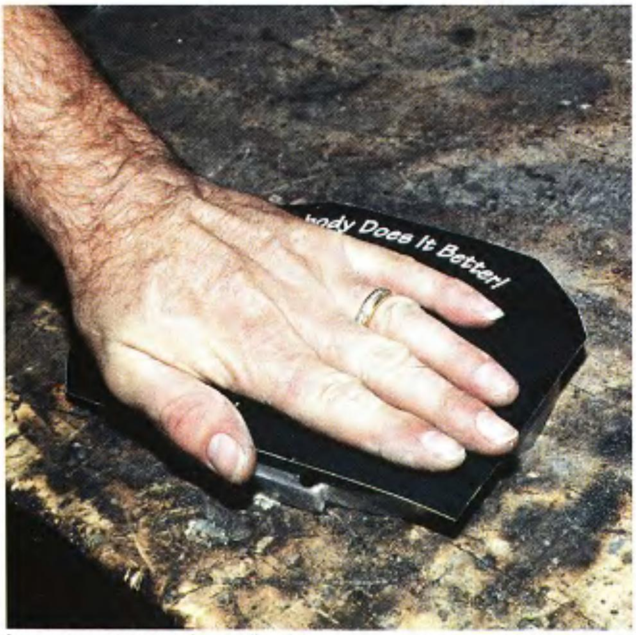
Let's say we had the transmission end off and now we need to reseal it. First clean the surface thoroughly of any residue or contaminants. Using the cover of any magazine (I know you'll be carrying a copy of *Easyriders*, so let's use it) cut a section that's just a little larger than the area we need a gasket for. Place this on the mating surface. If you have any kind of adhesive to keep the paper from moving, use it or you can insert a couple of bolts into the mounting holes to keep the alignment straight. Once the

Trace a rough, slightly larger outline around the part. We'll trim it down to size later.

Cut the pattern from the magazine.


If you have some type of adhesive handy, use it; if not, use some of the mounting hardware to locate the paper to the part.

Place the paper squarely over the part, with a little overlap on the edges.


In our case we used an adhesive, so the paper was gently pressed into place.

Use a ball-peen hammer to gently tap the edges of the part where the gasket would be cut.

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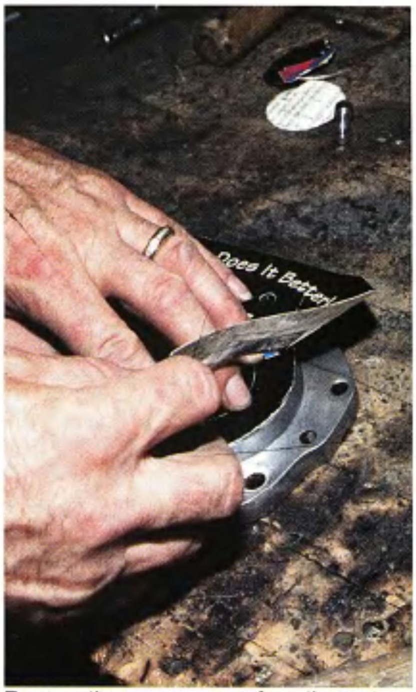
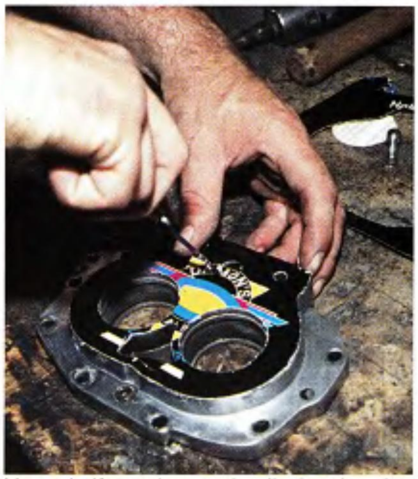
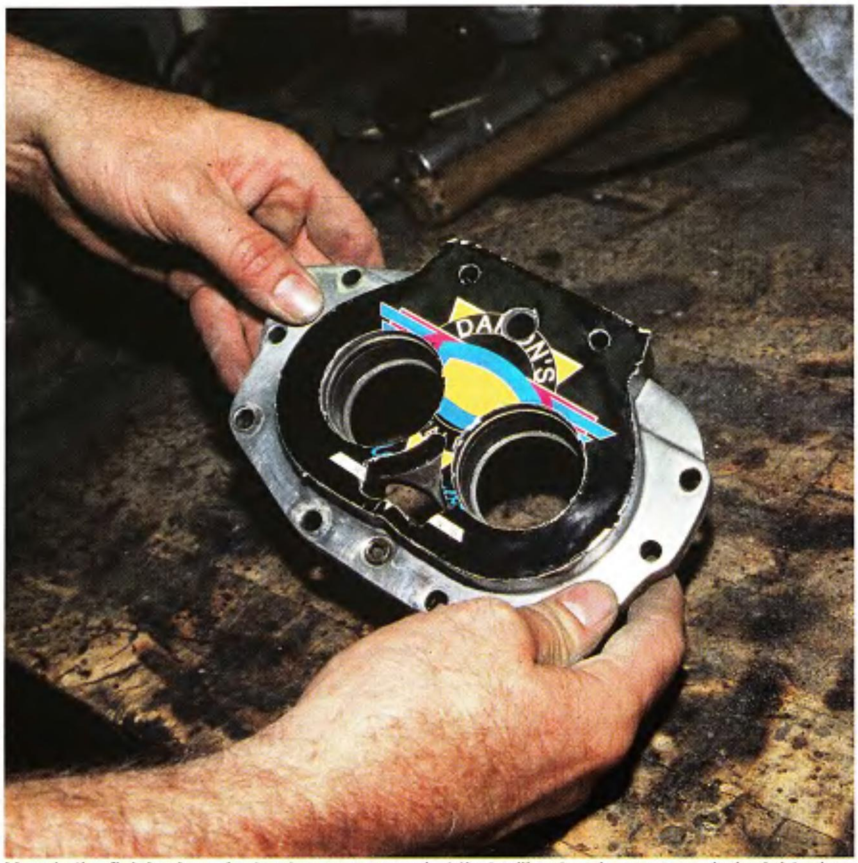


Remove the excess paper from the part.



Use a knife to do any detail trimming that may be necessary. This is where we will cut for mounting holes or small passages.

You can see that the gasket is exactly the size we needed. (Of course it is—we made it right on the part) Be sure to inspect for any hidden passages that may be blocked; if not, cut out.



Photos: John Morgan

Here is the finished product, a temporary gasket that will get us home on a dark night when the stores are not open.

magazine cover is in place use a ball-peen hammer or any reasonable facsimile and gently tap around the edges of the part. This will make an impression on the paper where the part actually fits. Take it slow and easy, and be careful where you strike the part with your hammer. You want to avoid hitting the part on the mating surface as this will weaken or cut the gasket. As the paper begins to conform to the part, you can see exactly where the gasket surface is. Continue tapping around the edge until the paper is cut on the edges. Peel off the excess paper and remove the gasket template. Compare the gasket to the part to be sure that all of the right passages are covered and nothing else is blocked.

The gasket is now ready to install to get you home. This process can also be used to make a template so you can trace around it on cork or actual gasket material for custom-made gaskets.

—One Eye

Source

DAMON'S MOTORCYCLE CREATIONS
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(714) 990-2322 fax

High-End Products
Exotic Seats From the Best

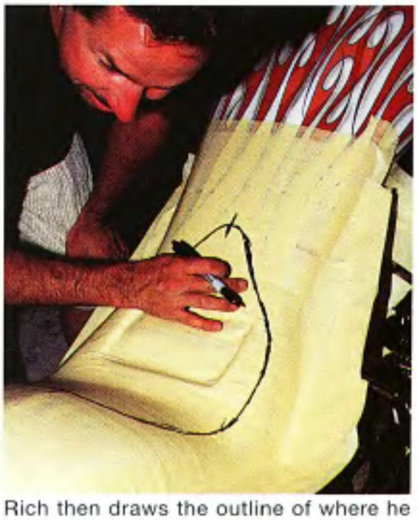
Since many of you replace your factory seat with something a bit more custom, we thought you might like to see how a hand-made saddle comes together. We enlisted the help of Lars Rouland, founder and owner of High End Products in Mission Viejo, California, who's been building custom seats for more than 15 years, with heavy emphasis on the Harley-Davidson market for the past four years. High End Products is producing more than 700 top-quality seats a month, and considering that most of their business is by word-of-mouth, that ain't too shabby!

The key players at High End Products (left to right, standing): Rich, R&D; Lisa, controller; Cal, operations manager; Derek, production manager; and Lars, founder and owner.

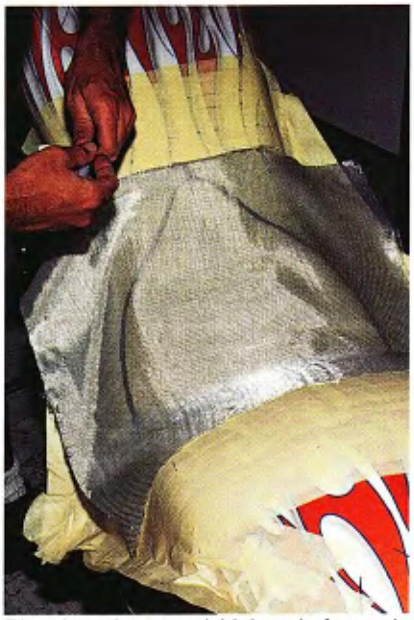
No machines here. Each seat is hand-crafted for the absolute best in quality.

Rich is prepping this bike for a custom seat pan. The entire area is taped off and a gutter is formed to catch the fiberglass resin.

Here are some samples of the various Hydes. Everything from vinyl and leather, to Ostrich, Alligator or StingRay.



Rich then draws the outline of where he wants the seat to fit.

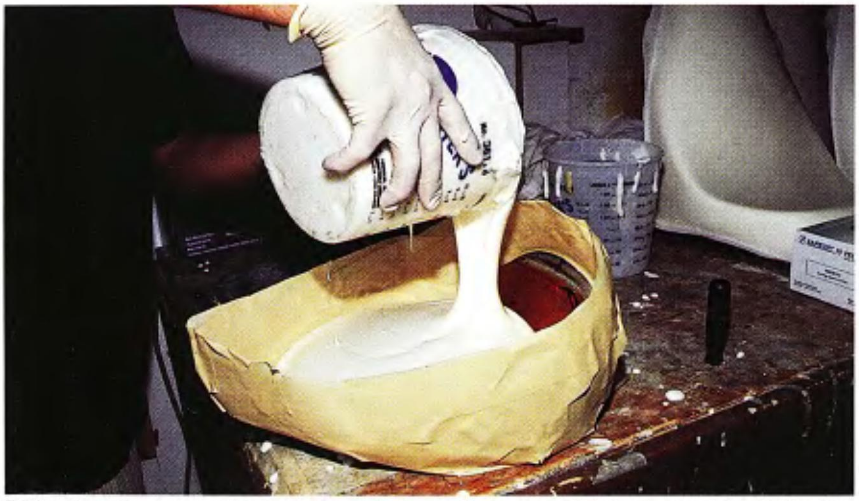


Fiberglass sheets are laid down before resin is poured over it. This process guarantees the absolute best fit.

Once the resin has cured, the seat is lifted off and trimmed.

High End uses a special polymer developed by Pro Pad for the automobile racing industry.

After the polymer is trimmed and attached to the fiberglass seat pan, Rich build a dam around the sides of the seat for a bowl effect.



Rich mixes the two-part impressionable foam, then pours it into the seat bowl. Precise volumetric measurements must be made at this point for the mixture or the foam will be too hard or too soft.

The foam rises as you can see from the overflow.

Every High End seat is inspected to verify that the seams are correct and straight, with no wrinkles in the material. Custom embroidering is offered for any style or lettering. High End is mostly known for its use of exotic skins. Along with standard and high-quality leather, the company also uses ostrich, alligator, stingray, and just about any other skin you can think of.

Although High End makes seats for many American motorcycle builders such as Ultra, Pure Steel, and Big Dog, its specialty is creating total custom seats from scratch. High End makes seats right on the bike, from start to finish. Here's how it's done. First, they start by laying out and pouring fiberglass to the prepped area of the bike

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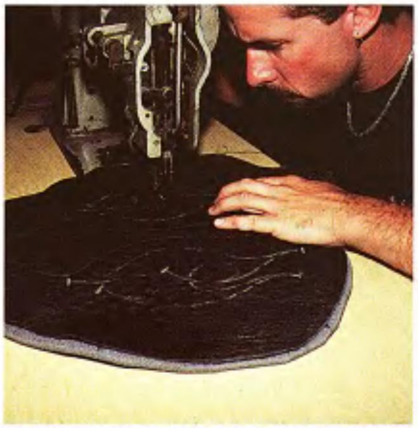
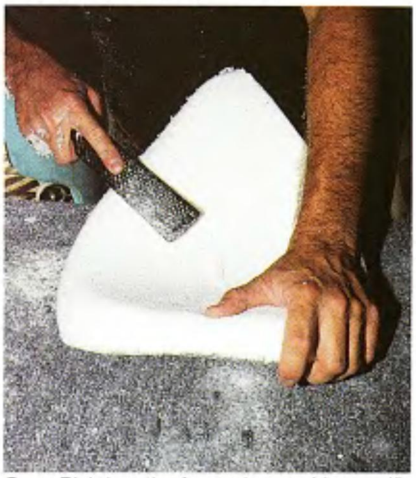
After the foam is completely set, Rich uses a belt sander to begin shaping the seat.



Rich is also the artist. After drawing the design on the material he sews in whatever stitching or exotics he'll be using. On the seat he used ostrich with stingray inserts in a tribal design to match the paint of the bike.



Once Rich has the foam close to his specifications, he hand carves the rest of the foam to be sure it's not overdone.

Here's the finished product: an exotic skin with a polymer insert and perfectly matched to the contours of the bike. A job excellently done!

Here is a seat finished in leather using impressionable foam. Notice how High End's seats fit the bikes perfectly.

No rubber bumpers here. Each seat is also finished on the bottom side with plush felt to help preserve the paint on the bike.

This is another example of using leather with ostrich and stingray inserts. Definitely show-winning seats.

where they want the seat to fit. For many custom bike builders who want a small cool seat while still providing some comfort for long rides, High End offers a special polymer insert that was developed for the race car industry. While similar to "gel," this polymer was actually perfected by Pro Pad for the ultimate in comfort and shock absorption. After the seat pan is made, the polymer is laid down, then is covered with impressionable foam that was developed by the aircraft industry. The foam is contoured and covered with leather for an exact fit.

Next month we'll check out a selection of Softail seats by H-D, Corbin, LePera, and High End to change the look and comfort of your ride. Stay tuned.

—One Eye

Source

HIGH END PRODUCTS, INC.
(949) 855-8115
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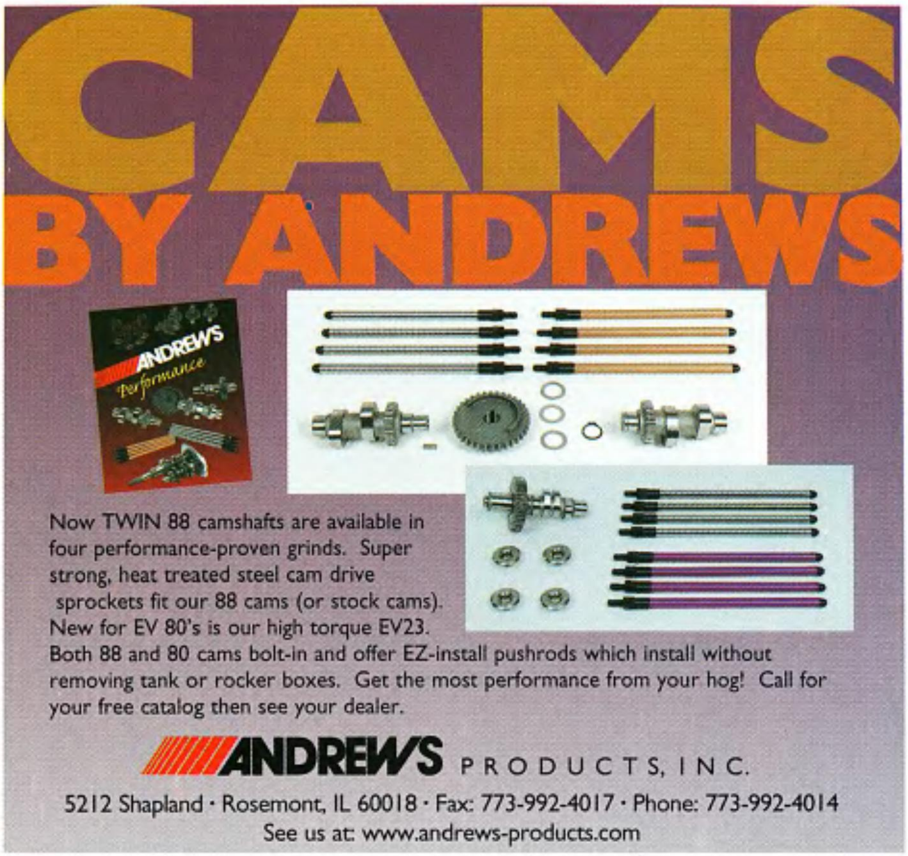
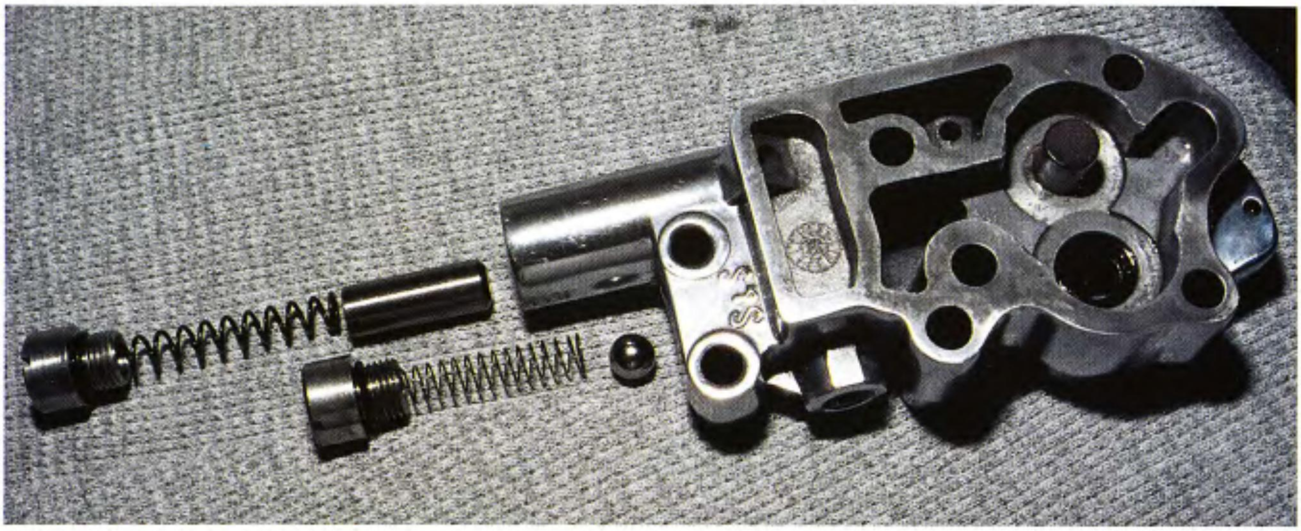
Photos: John Morgan





Stop Oil Puking
How to Cure the Problem Once and For All!

You've seen it before. There's a nice bike parked somewhere, looking fine as can be for all to gawk at, until the owner goes to start it up, and then, like an all-night drunk, the bike pukes a big puddle of oil on the ground. Or even worse, has this happened to your own bike? Often the owner remarks, "That's just out of the breather hose because the bike's been sitting all day." While this statement may be true, that's no excuse and the problem should be fixed. Unfortunately, this happens more often than we'd like, but the problem is usually associated to one thing and can be easily remedied.

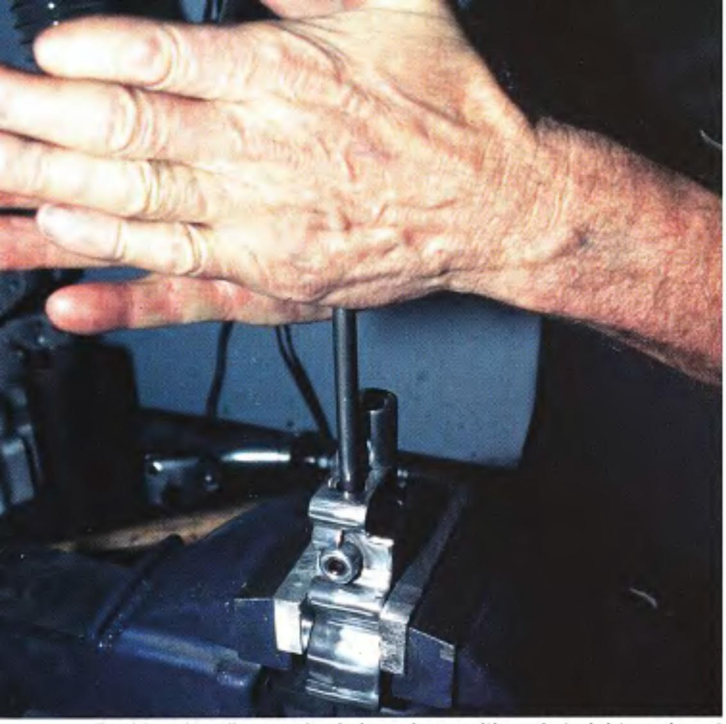
The oil bag is located in a higher position than the motor and is gravity fed to the oil pump. At this point there is a check valve ball with a spring that prevents the motor from filling up with oil while the bike is not running. As soon as the motor starts and we have oil pressure, the check valve ball lifts off of the seat and allows oil to enter the motor. If the check valve ball is pitted, damaged, or if the check valve seat is pitted, the check valve ball will allow oil to enter the motor and fill up the gear case. Then the next time you start your bike the excess oil is puked out of the breather hose. Also, if any foreign material gets lodged in between the check valve ball and the seat, oil can bypass and enter the motor. The spring pressure isn't very strong, so the fit of the check valve ball and the seat needs to be fairly precise.

If you're experiencing this problem the first thing you should do is remove the check valve cover. Remove the check valve ball and spring and check for any foreign material that may have gotten lodged in the cavity (remove if necessary). The check valve ball is a 3/8-inch steel ball, so you can use a small magnet to lift the ball out of the hole. If there are any steel contaminants on the seat the magnet will remove them as well. Check the condition of the check valve ball for signs of wear or pitting. If you can't find anything obvious you'll need to remove the oil pump from the motor case.

On the top of late-model oil pumps there are two removable plugs. The one on the left with the ball bearing is the check valve and the one on the right is for oil pressure.

The ball bearing used for the check valve is 3/8-inch in diameter, the same size as a 3/8-inch diameter pushrod.

The next step is to apply a small amount of lapping compound to the end of the pushrod.



Position the oil pump body in a vise positioned straight up. Insert the pushrod with the lapping compound into the hole where the check valve goes.

Roll the pushrod back and forth with your palms. Make sure you keep the alignment of the pushrod square in the hole and use gentle up and down motions while spinning the pushrod.

Remove the oil pump and disassemble all of the gears and parts. Be careful not to push the oil pump drive shaft into the case, because the woodruff key on the shaft could fall out into the gear case requiring the gear cover to be removed. Thoroughly clean the oil pump body and parts with a good solvent. With a flashlight, look into the hole where the check valve ball was removed and examine the seat. If there are minor imperfections in the seat area, they can be repaired with a lapping procedure. If the seat area is badly damaged or has deep pits, the oil pump will have to be replaced.

Use a flashlight or other light source and look into the hole to examine the check ball seat. It should be shiny and smooth from the lapping; if not, repeat this process until the seat looks good. Reassemble your oil pump and your problem should be gone.

Place the oil pump body in a vise positioned straight up, just like it's mounted on the motor. Bill Chambers of BCR Engineering in Montclair, California, uses an old pushrod that has a 3/8-inch ball end to lap the check valve seat. Apply a small amount of lapping compound onto the ball end of the pushrod, insert the pushrod into the check valve hole, and roll the pushrod back and forth with your palms. Make sure you keep the pushrod alignment square in the hole and use gentle up and down motions while spinning the pushrod. Make several passes loading the ball end of the pushrod with lapping compound.

Remove the oil pump body from the vise and, again, thoroughly clean with solvent. Using a flashlight or other light source, look into the hole and examine the check ball seat. It should be shiny and smooth from the lapping; if not, repeat this step until it is. For seats that require more work, a seat-cutting tool is available from specialty tool manufacturers. Reassemble and reinstall the oil pump, and the problem should be fixed. Now the next time the bike sits all-day you won't have to worry about embarrassing oil dumping and looking like the Exxon Valdez.

—One Eye

Source

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Photos: John Morgan

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ReadersRides

Photos: Ken Schultz

George
S. Melbourne, Victoria, Australia
1971 FLH

This is one hellacious FLH. Just one glance makes ya want to saddle up and ride till the wheels fall off, don't it? George and his wife, Maggie, are from down under but have a love for all things American. This slick FL conjures images of sittin' around the local waterin' hole, listenin' to '50s tunes. Even George's job centers around all-American, high-octane excitement. He builds AC Cobra replica cars and does full restoration and customizing of big muscle cars.

While touring the States a decade ago, George came across this '71 Shovel at a small shop in Chalmette, Louisiana. After the paper work was handled, George took off to Memphis, Tennessee, in search of Elvis. After a series of bizarre incidents including APBs, pawned wedding rings, and tornadoes, George and Maggie had the scoot crated up and sent to Melbourne.

The Melbourne Hot Rod and Custom Show was coming up and George had to shelve a full rebuild, giving the bike a mere cosmetic touch-up and took second Best of Show. The motor is pretty much stock, save for a set of .030-over CCI pistons and an S&S carb. The four-speed ratchet lid is stirred by aftermarket forward controls and driven by a Primo belt through to a chain at the rear. George says the front drum brake is pretty much useless but the rear disc grabber more than makes up for it.

Standing 6-foot-4-plus, George extended the bars a few inches and sits low in a Le Pera saddle. The stunning flame job was done by George himself, not bad for his first shot at painting flames after an airbrush class at night school. Chrome plating is part of his business, and all shiny parts were duplex-chromed. One cool detail is the rear fender and its recessed taillight. George smoothed out the lines, removed the stock hinge, and welded and molded the sheet metal to custom perfection.

George thanks Colt and the bros at HD Development in Melbourne for expert help, as well as Squid over at American Made Motorcycles in Ballarat, and, of course, his Maggie.

—Russell Upsemgrub

ReadersRides

Paul "Deacon" Rayner
Arroyo Grande, California
1976 Sportster Chopper

It all started with ostriches. In April of '98, while puttin' past a local ostrich farm/tourist trap, traffic came to a sudden halt. Deacon, from Arroyo Grande, California, hit the brakes hard and the housing on his stock rear drum brake shattered. He laid the bike down rather than slam into oncoming traffic. The bike was wrecked pretty good and of his injuries Deacon says, "People heal. Bikes ya gotta fix." He also said that the wreck provided an opportunity to completely rebuild the bike.

The '76 ironhead scoot was originally built in the late '70s chopper-style on a Jammer rigid frame with a 35-degree rake and a springer front end. This suited Deacon just fine and he didn't want to change the back-to-basics look of the bike. "There's something almost primal about a bare essentials chopper," Deacon said, "the noise and the barely contained violence in riding them. But you have to build them yourself, or it's cheating. Resourcefulness and a commitment to the machine and what it represents, not how much money you spend on it, makes a chopper. You can't buy those qualities off a showroom floor."

Jeff McCoy rebuilt the top end. Deacon molded and smoothed the frame, checked every weld, removed extra tabs, and filled in all the unused holes. He spent about 150 hours with a die grinder and welder on the frame, patterned it with a body grinder, painted it with light fading coats of black lacquer, and lettered the rear fender himself.

Brian Murphree handled the polishing chores and applied the coats of clear urethane. Special thanks go out to Steve, Al, Grumpy, Terri, Bernard, and especially Connie. Connie gave Deacon a pair of ostrich skin boots.

—Trash

Photos: Deacon

Cara de Guerra
Mexico City, Mexico
FLH Escape Glide

Cara de Guerra, aka "War Face," is the dude most wanted by the police in Mexico City. His bike, "Escape Glide," is designed for quick getaways. It has narrow pullback drag bars for white-lining, a police siren for breaking through heavy traffic, an Evolution motor retrieved from a police auction, a modified FLH chassis, and good luck skulls painted all over it. "These skulls bring me good luck," says the self-professed outlaw.

War Face went to Daytona Bike Week in 1995 with high hopes of doing some serious partying, but was disappointed once he got there. "American bikers have lost their freedom. Now everyone rides with a helmet on, no one drinks, smokes, or anything," Cara says. "They're all afraid of the police. They're screwed. The cops almost arrested me for doing doughnuts and making noise with my open exhaust pipes on Main Street. A bunch of bikers standing by started yelling at the cop; he finally let me go with just a ticket."

Cara de Guerra says he lives for his bike. "I don't work. I buy, sell, and live off bikers," he boasts. "I'm always riding my Hog. A lot of folks envy me because they can't do that."

Yeah, whatever. —*Iggy*

Photos: Iggy Martin

ReadersRides

Nancy "Topper" Mercier
Tucson, Arizona
1950 Panhead

Topper is a self-employed CPA and a member of the Sunrise MC. Topper said she did everything on this scoot herself (with a little help from her friends), from the motor, to the tranny, to the seat, to the blue marble paint. Using a welder and torches for the first time ever, she even constructed the sissybar and light bar.

She rode a few dirt bikes growing up and got her first Harley, a Pan, eight years ago. This bike, "Fang," is her second Pan. Being only 5-foot-2, Topper had to have a very low bike. With the extended girder front end and Amen Savior frame, Fang is 8½ feet long but only 3½ inches off the ground, so it fits her nicely. She made the seat out of real leather, trying vinyl first, but the grommets kept popping under the stress of the lacing. She found an old solid (no battery box) oil tank that holds 7 quarts, so Fang actually holds more oil than gas!

Topper told us, "Hard-learned lessons from my School of Hard Knocks learning process include seizing the lower end in 1996 because the oil lines were too small, entirely shedding the clear coat while riding because I didn't know to put a sealer between it and the marble paint, and blowing up the tranny because, well, I'm still trying to figure that one out!"

The School of Hard Knocks teaches that you live and learn or you don't live long. Been there, done that.

Oh yeah, on December 12, 1999, Topper's Sunrise MC held the largest toy run parade in the Southwest. —*Trash*

Photos: from Topper

Jack The Ripper Lappland
1962-64 Triumph T120

Is the world ready for a yellow screamin' Triumph? On your feet or on your knees, here's The Sheriff's British favorite.

The most common mistake parallel-twin builders make is trying to copy a Harley-Davidson. They're doomed to disaster. The British hot rod engine is *not* a big Milwaukee iron. Here we present a solid solution, compact and tight, and the result could be as great as this North Pole Express presented by our pal Jack, aka P-A.

Jack works at the Swedish Institute for Wood Technology Research; that must be as far a leap as possible between work and hobby. Living north of the polar circle means lots of building hours with a long winter; on the other hand he can ride 24 hours a day in the summer when the sun is always shining.

According to the bike's pink slip and official papers, it is a Triumph T120 made in 1964. P-A performed a rigid operation on the frame and, at the same time, shortened the rear and added a conservative choice for a front end—a Norton Roadholder (stock length). After some brainstorming, P-A decided on a 19-inch wheel up front with dual-action drums from Norton. The rear rubber is 15 inches with a 4.5-inch wide rim from a Kawasaki 900, which guarantees quick stops. He had some odd choices for gas tank/headlight. The headlamp is off an ILO 150cc, which replaced the stock light, and a Kawa 125cc gas tank delivers about the same capacity for gas as the stock tank—and looks nostalgic to boot.

Only 160 kilos in weight, and with a remade 750cc bomb of an engine fitted with a Mikuni 32 carb, it might look like a yellow lightning bolt racing between the reindeer in Lappland.

P-A's homemade yellow and silver paint job works great together with all the stainless parts, we're talkin' about a *no*-chrome bike here. The seat and upswept collector system is a homegrown addition as well. For sure, this ain't your father's Trumpet.

Photos: The Sheriff

—The Sheriff

2000 Harley-Davidson

fxstb NIGHT TRAIN

TWIN CAM POWER, SOFTAIL STYLE

Released for the 1999 model year, Harley-Davidson's powerful Twin Cam 88 engine was available on Dynas and touring models. If all rubbermounted models danced the Twin Cam mambo for '99, the solid-mount Evo would keep rockin' the Softails for the time being. It was obvious that the Factory wouldn't have the Softails out-gunned much longer, so it was a matter of time before they would receive a new engine.

A matter of time, but also one helluva technical hurdle, my friends! How were they gonna fit the Twin Cam 88 into a Softail frame? Let's see, would they set off to "rubberize" the chassis, or retain a separate engine and tranny layout as a solid-mount? Rumors and guesses ran wild, while the folks at Juneau Avenue tried to keep things under wraps, as they rolled up their sleeves to undertake one of their most ambitious projects in Harley history.

When the smoke finally cleared around Harley-Davidson R&D, out came the Twin Cam B—a solid-mounted version of the Twin Cam 88. Like its cousin, the Twin Cam B is also solidly bolted to its transmission, but utilizes new lower cases. These cases are the home to (are you sitting down?) a pair of chain-driven, counter rotating balancer drums! These puppies are positioned fore and aft of the crankshaft, and help eliminate up to 90 percent of the engine's vibrations.

OK, now breathe.

Ironically, this lack of vibration brought up a new problem for the engineers. Believe it or not, the rattling of the old Evo used to assist in the shifting! So with the jitters gone, the gears on the prototype tranny became hard to engage. At that point, a few changes were made to the shifter drum to alleviate the problem, and the Twin Cam B was finally ready to rumble.

Comprised of a stout engine block that's positively bolted to a redesigned transmission, the stiffer power train could now be used as a stressed member for a new and improved Softail chassis. Although it looks very much like the original Softail, the Y2K frame underwent many structural changes. As a result, its overall stiffness has improved 34 percent. It also incorporates an integrated steering head lock that shares its key with the ignition switch. Pretty neat. Also, new rear suspension bushings are used for better handling, and the kickstand has been relocated for easier access. So what more could ya ask for? Better brakes? Well, there you are: All 2000 models now feature four-piston fixed calipers and uniform expansion rotors!

The 2000 Night Train would be the first new Softail we would test, and as you can tell from these images, it's as dark as ever. From its black wrinkle-finished engine, to its lustrous black body work, featuring a new one-piece, 5-gallon gas tank with fuel gauge, it's a sinister-looking scooter. Bet you are dying to take it out for a spin now. So let's

throw a leg over it and see if it lives up to the expectations.

First—and because we just like to rub it in—we gotta tell ya that the engine sounds like a sewing machine. That's nothin' new with EPA-approved Hogs, and nothin' that can't be fixed with a set of good pipes, so we'll move right along. You can read all you want in the brochures, but you gotta push the start button to really get the full effect of this balanced V-twin. Once you're under way, the engine is smooth and powerful. Only a slight buzz can be felt as the TCB revs happily to redline. Wow, this baby hauls serious ass! It pulled effortlessly shift after shift, until the speedo flirted with the triple digits. Here's something funny—at speeds over 90 mph, look at the mirrors and you can actually read the numbers on the patrol car behind you! The lack of vibration is again quite evident. See?

If the engine is smooth, the revised tranny shifts like silk. Finding neutral was a breeze, and we liked the hard stops that have been designed in the new shifter drum, below first, and above fifth gear.

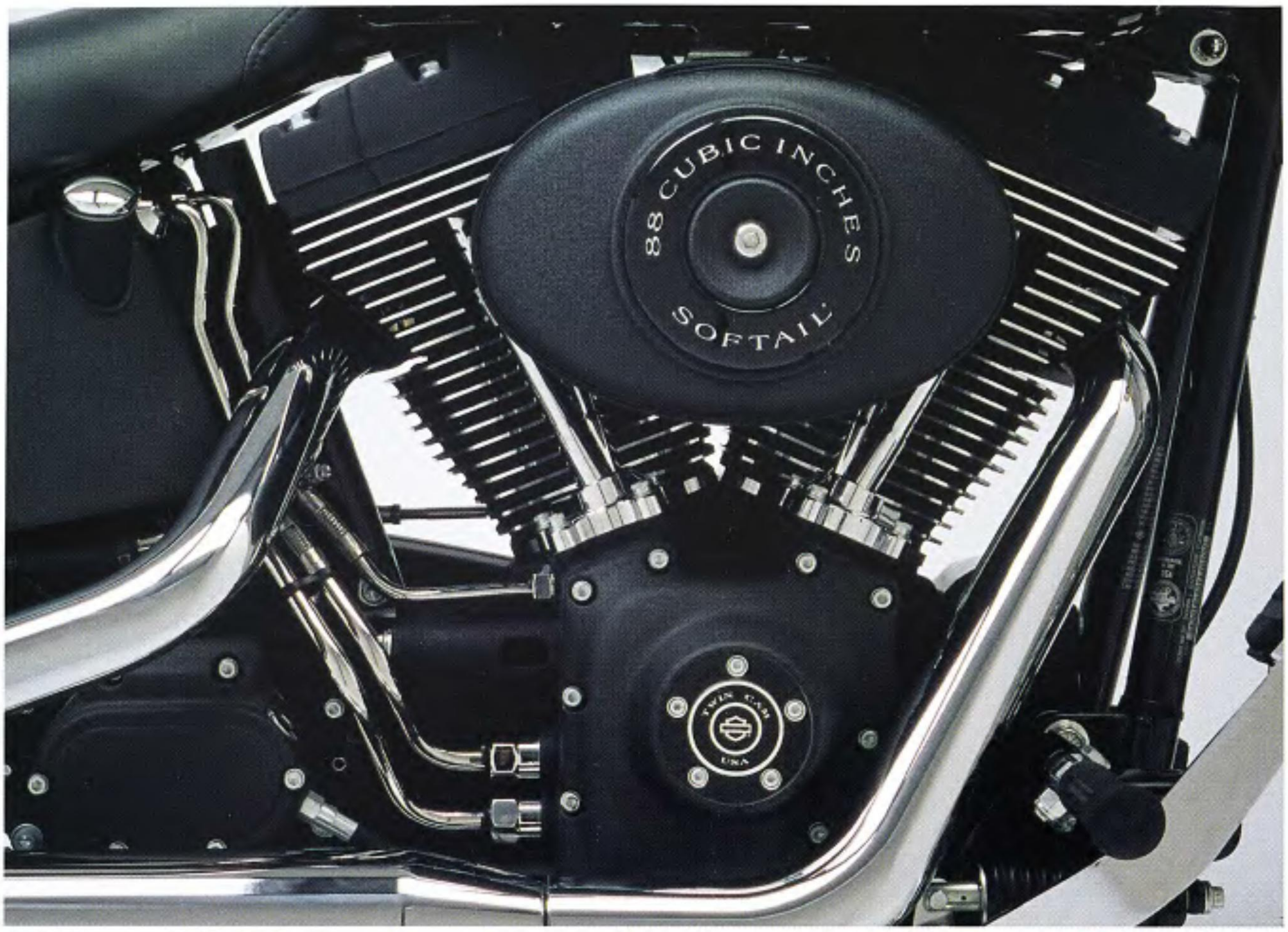
Of course, H-D's new trick brakes will bring the speeding black bullet to a safe stop with great efficiency. Kudos to H-D for finally addressing this issue. Thanks, guys.

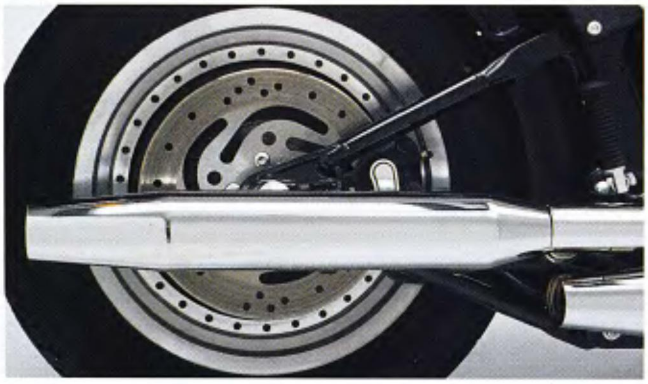
The other big difference between the 2000 and last year's Night Train (*V-Twin* issue #309, March 1999), is in the handling. The Y2K's stiffer frame feels absolutely great and encourages a more aggressive riding style. Whether you're fooling around in the twisties, or gunning through a high speed turn, the Softail tracks true and absorbs road imperfections without any excessive skipping or twisting. If your riding style is more conservative, you'll also appreciate this tighter Softail, as it'll make any rider feel at ease on the road. Thumbs-up to the frame's new design, the re-calibrated forks, and revised rear shocks.

Comfort-wise, a bike that's laid out like the Night Train can't be expected to set standards on long hauls. The hunched-over-the-tank stance—very Hollywood—doesn't promote good digestion. But who cares, this is one mean-looking bar hopper that handles like it's on rails! We liked the forward foot pegs, which are positioned pretty high, and give the Softail plenty of cornering clearance. Also, the drag bars on straight risers look bitchin' and put you in an ideal riding position for optimum control.

With its distinctive blacked-out styling, the Night Train may not be a bike for everyone, but it can be yours for $14,415 ... that is, if you hurry and grab one before they blast off the showroom floors.

—Lafayette





Manufacturer: ....Harley-Davidson
Year/model: ....2000 FXSTB Night Train

Dimensions

Length: ....95 inches
Seat height: ....25.2 inches
Ground clearance: ....5.6 inches
Rake: ....34 degrees
Trail: ....5 inches
Wheelbase: ....66.9 inches
Fuel capacity: ....5-gallon (includes reserve)
Oil capacity: ....3.5 quarts
Dry weight: ....629.6 pounds

Performance

Miles per gallon: ....50 highway/42 city
Braking (maximum load): ......160 ft. at 60 mph

Engine

Year/model: ..2000 Twin Cam 88 "B"
Bore x stroke: ....3.75 x 4.00
Displacement: ....88 cubic inches
Torque: ....85 ft.-lbs. @3000 rpm
Compression: 8.9:1
Air cleaner: ......elliptical style black wrinkle with black aluminum insert
Exhaust: .....staggered shorty duals

Transmission

Primary drive: ......double-row chain

Electrics

Battery: ....sealed, maintenance-free, 12-volt
Charging: ....32-amp alternator
Starting: ....1.2 kw electric with Bendix-type engagement
Headlamp: ....quartz halogen 55-watt low beam, 60-watt high beam
Tail/stop lights: 8w/28w
Turn signals: ....self-cancelling

Suspension travel

Front: ....5.61 inches
Rear: ....4.02 inches

Lean Angle

Right: ....31 degrees
Left: ....30 degrees

Frame

Type: ....tubular mild steel

Accessories

Handlebars: ....chrome drag bars
Instruments: ..electronic speedo with odometer and resettable tripmeter with diagnostic capabilities and solid state tell-tale indicator module
Controls: ...Badlander style custom seat brake and shift lever forward foot controls
Oil tank: ....chrome horseshoe
Fender: ....chrome rear supports sissybar with matching backrest

Forks

Type: ....wide 41.3mm custom

Wheels

Front

Type: ....laced
Size: 21-inch
Tire: ....Dunlop Elite II D402
Brake: ....4-piston caliper; rotor (dia. x width) 11.5 in. x .20

Rear

Type: ....cast
Size: 16-inch
Tire: ....Dunlop Elite II D402
Brake: ....4-piston caliper; rotor (dia. x width) 11.5 in. x .23

Colors: ....Vivid Black
Warranty: ....12 months (unlimited mileage)
Photos: ....Markus Cuff

"Nice door knockers, bro!"

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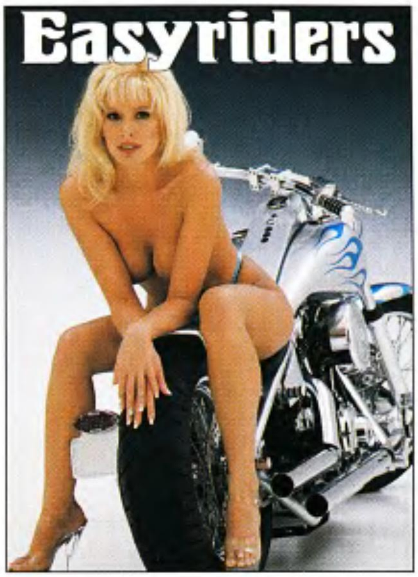
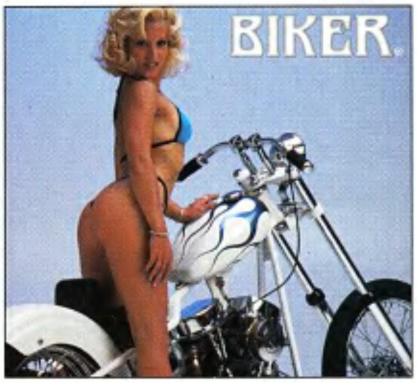
ComingAtYa

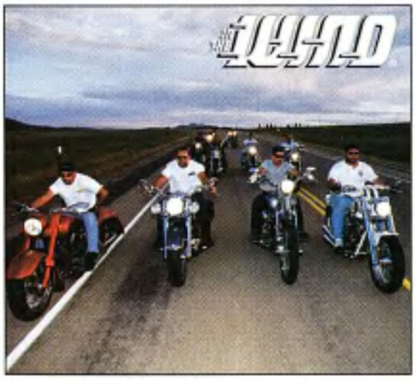
The mega March issue of *Easyriders* (#321) is gonna come in like a flame-painted marsupial and go out like a sock full of cold oatmeal ... whatever that means. We'll take you for a wild ride to Daytona's amazing Biketoberfest and offer up a 32-page ultimate guidebook to all the action of Daytona Bike Week. Check out a brand-new 1906 Harley that you can own, get the inside poop on bike insurance, and go north to Alaska for the Klondike Run. Meet Michael Parks, the star of *Then Came Bronson* in an up-close interview, kick it with the Bad Pig girls, and get a gut full of wacky humor, kick-ass scooters, and bouncin' hooters. It's all comin' at ya in the March Madness issue of *Easyriders*.

On sale Feb. 1



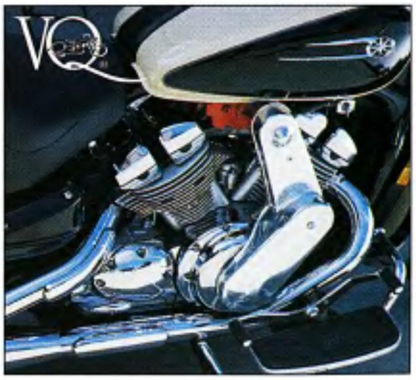


Get a free naked Amazon chick to polish your tank with every purchase of *Biker's* February issue! Just kidding. But you *will* get a pantload of bad-ass bikes and bodacious babes. Grab it! *On sale Jan. 4*



The March issue of *Wind* (#98) features a lengthy look back at the Sturgis Rally & Races, plus all the dust, lust, mud, and blood of the '99 Easyriders Rock-N-Blues and Rodeo Tour. Go nab one. *On sale now*

The April issue of VQ will unveil the Arlen Ness-designed Victory, visit Hotlanta for the celebrity-filled March of Dimes Ride, and road test Titan's Signature Series Roadrunner. *On sale Jan. 20*



See the Sturgis Rally & Races as only Easyriders Video can bring it to ya! Along the way we stop in Butte, Montana, for the Dumas Brothel Run. Also in this issue, New Mexico's rowdy Red River Run and Rip's BAD Ride. Easyriders Video #42 is one kick-ass ride. While winter winds blow, pick up a copy and remember the rides of summer.

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